

PaceSetter FEBRUARY 2014

First Drive 2014 – Bourbon Trail

As a native of Louisville I have acquired an appreciation of bourbon. However, I have yet to experience the Bourbon Trail. And, well, there is no time like the present. **Saturday, March 1** we will head to Bardstown. Our destination will be the Old Talbott Tavern where we will have lunch before heading to our first bourbon tour, Heaven Hill Distilleries. The second stop, "just a stone's throw away," is Willett Distillery. After we finish in Bardstown we will drive the back roads to Shepherdsville to our final destination of the day, Jim Beam Distillery.

Meet 10:15 am at the parking lot across the street from the Blue Grass Porsche dealership at 4720 Bowling Blvd, Louisville. We will be **leaving promptly at 10:30 am**, with lunch planned for 11:30 am.

A few important notes:

Holly and I plan to make this drive regardless of weather, although not necessarily in the Porsche.

Please **RSVP by Wednesday, February 26** to my e-mail: millermd@twc.com

Jason Miller
KyPCA President

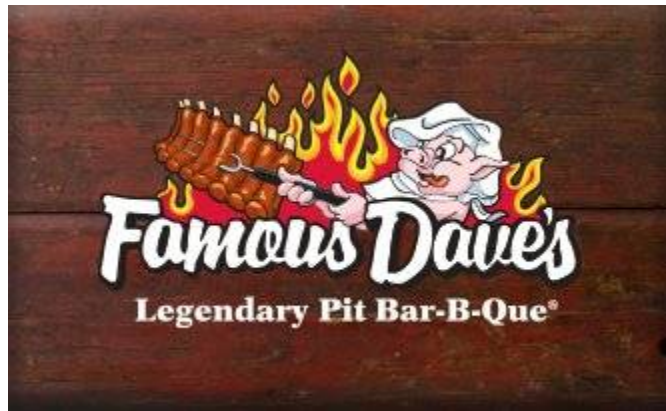


www.kybourbontrail.com

FEBRUARY MEMBERSHIP MEETING

Famous Dave's

8605 Citadel Way (S. Hurstbourne)
Louisville, KY 40220



Monday
Feb 10
7:00 PM

The Saturday morning Breakfast Socials (starting at 9 AM) are held the fourth Saturday of the month. They are at the **Steak 'n Shake** (click for [Directions](#)) in **Springhurst Town Center**, corner of Gene Snyder Freeway and Westport Road.

The only purpose is to get together with other Porsche owners for a very informal breakfast and BS session before starting the Saturday 'Honeydoos'. Sometimes there is a Saturday drive or event and this can be the starting place. Or maybe we will visit someone's garage for a check on a recent project, being it a car restoration or other project of interest.

Mark your calendar for the monthly meetings AND the Saturday Breakfast. If you are not a 'meeting' kind of person, surely you can join us for breakfast. Don't forget to drive your Porsche, as we often have parking lot 'tech and admiration' sessions. No reservations required, just show up....

After breakfast you are invited over to Ken Rabeneck's back building at 4411 Rudy Lane to see his collection of gas station memorabilia and restored vehicles! (because of January snow a February encore)

Contact Ken Rabeneck @ 502.897.5449



KY PCA Website

www.kypca.org

Forums & E-Mail List

Stay informed and participate! Join the KYPCA forums & mailing list and be notified of upcoming events, club news, and membership information.

Remember, it's your participation as a member that makes the club successful.

Please visit the below website and sign-up today!

<http://forums.kypca.org/>

Current Forums List:

- **Let's Go Driving**
- **Want To Sell**
- **Want To Buy**
- **Recycler**
- **Tech Talk**
- **Make It Shine**
- **Track & DE**
- **Autocross**
- **Club News**
- **Off Topic**
- **Member Rides (upload your photos)**

www.kypca.org/news

(club activities, meetings, or general announcements from KY Region PCA, the latest issue of the Pacesetter (our monthly newsletter), announcements of new models, racing news)

www.kypca.org/information

(club specific documents, upcoming club events, frequently asked questions, mailing list sign-up, Web Links)

www.kypca.org/media

(photos and videos from club events (member submitted or just something we think is really cool and Porsche related))

Having trouble viewing the kypca.org website? Do you have a suggestion on how we can improve it? Please send any feedback you might have to feedback@kypca.org.

2014 KENTUCKY REGION PCA OFFICERS & BOARD MEMBERS

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(see above)

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2014 KY Region PCA Calendar

www.kypca.org

Current Events!!	JANUARY	FEBRUARY	MARCH	
<p>February 10, 2014 Membership Mtg. Famous Dave's Time: 7:00 PM (see page 2)</p> <p>February 22, 2014 Saturday Morning Breakfast Social Steak n Shake Time: 9:00 AM (see page 2)</p> <p>NOTES: Contact Information can be obtained in the newsletter on Page 2.</p> <p>All events are subject to change due to weather and availability.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>KYRSCCA Autocross Schedule www.kyscca.org</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Central Indiana PCA Calendar www.cirpca.org</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Central KY SCCA Autocross Schedule www.ckrscca.org</p> </div>		<p>10th—Membership Mtg. Famous Dave's</p> <p>22th-Saturday Morning Breakfast Social Steak n Shake</p>	<p>1st—Membership Drive KY Bourbon Trail (see page 1)</p> <p>10th—Membership Mtg. Rosie's Pizza</p> <p>22th-Saturday Morning Breakfast Social Steak n Shake</p>	
		APRIL	MAY	JUNE
		<p>14th—Membership Mtg. New Albany Exchange</p>	<p>12th—Membership Mtg. Matt Innes' house</p>	<p>9th—Membership Mtg. Captain's Quarters</p>
		JULY	AUGUST	SEPTEMBER
		<p>14th—Membership Mtg. Buffalo Wild Wings</p>	<p>11th—Membership Mtg. El Tarasco Mexican Restaurant</p>	<p>8th—Membership Mtg. Bravo's</p>
		OCTOBER	NOVEMBER	DECEMEBR
		<p>13th—Membership Mtg. Bluegrass Dealership</p>	<p>10th—Membership Mtg. El Tarasco Mexican Restaurant</p>	<p>8th—Membership Mtg. Mellow Mushroom</p>



Diagnostically speaking, there is no substitute.

The best equipment. And the best minds trained to use it. These are your Porsche certified technicians. Dedicated to Porsche vehicles above all else, they must complete over 80 hours a year training in the latest diagnostic technology and techniques. You'll also take comfort knowing all Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

Porsche Certified Service.

Blue Grass Motorsport
4720 Bowling Blvd.
Louisville KY 40207
502-515-5881

Porsche recommends **Mobil 1**



PORSCHE

President's Report

Jason Miller—KY Region President



2007 Targa 4S

It is Sunday morning, January 19, less than 24 hours after our "Holiday Hangover" Party. What a way to kick off 2014! Since the club began hosting at the Lake Forrest Lodge, this was our largest turnout, with 61 guests in attendance. The Louisville Catering Company provided an excellent meal. There were great door prizes. And once again, Randy Biery and Blue Grass Porsche showed their amazing support for the club with Porsche themed gifts for all. If you missed it, there is always next year.

Looking ahead, I have asked that our KyPCA Officers and Board Members introduce themselves to the membership. Beginning with this issue of the Pacesetter you will see brief profiles. As you take the time to get acquainted with our leadership, I ask that you also get re-acquainted with the Kentucky Region website – <http://kypca.org>. In the coming weeks you will notice the website getting revamped. The purpose is to provide the membership with the most up-to-date club news in a simple and easy to use platform.

Why do we own a Porsche? To drive them of course, some more than others. With that in mind, the first official drive of the season has been planned. Saturday, March 1 we will embark on the Bourbon Trail. (See Pacesetter for further details) If any of you have any ideas for an event or drive please let me know.

Lastly, taking a page from Former President Innes, I want to remind everyone that February is the month of Love. Have you seen the new 2014 Targa? Check it out. The top is a work of true ingenuity.

The February meeting will be Monday, February 10 at Famous Dave's. Hope to see you there!

Jason Miller



2014 Targa



Minutes from Membership Meeting - January

Meeting Minutes for the KyPCA Jan Club Meeting, held at El Tarasco. Approx 23 members present.

The first item of business was a vote to transfer the club's web hosting service to the Louisville Geek Co. It will require \$3000 in starting cost, but will save \$26/mo. It will also update the club web site and do all of the day to day hosting work. The vote by the attending club officers was a unanimous 'Yes' vote to move the web hosting service to Louisville Geek Co.

The Club welcomed the new 2014 KyPCA President, Jason Miller.

The After Holiday Party: We had maximum participation in the sign-up for the club party. All 60 available slots were sold.

You will see Club Officer Profiles in the next couple of Pacesetters, to help (re)introduce the club officers to the membership and help the membership get to know the folks managing the club.

VP Jeremy Miller: Many folks are asking questions about our clubs participation at the new Bowling Green Corvette Track. The official word is this: The two HPDEs that the club will be hosting this year (2014) will both be at Putnam Park this spring and fall. After the Bowling Green track is actually completed, we as a club, can look at the opportunities and economics of hosting an event at the new location.

Treasurer, Richard Darnell: Current bank balance- \$54,000. Cash remaining from 2013- \$9300.

Membership, Gene Hoffman: Current membership: Minus 2 for the month, now at 227 primary members and 379 total.



PACESETTER ADVERTISING RATES

Classified Ads for 'The Mart' are published at no cost to PCA members for 3 months and at nominal cost to non-members. Send copy for ads to the PaceSetter Editor.

Commercial Rates: 1/4 Page \$130, 1/2 Page \$250, Full Page \$500, per year. Quarterly terms are available but require advance payment.

Business card ads are accepted from Kentucky Region members only at \$65 per year. Mail your card and a check made payable to Kentucky Region PCA, to the PaceSetter Editor.

2014 KyPCA Officer/ Board Member Profiles

Matt Innes – Past President and Current Board Member

When did you join KyPCA?

2009

Why did you join KyPCA?

It was after the Pumpkin Run in 2009 that Bluegrass invited me to.

What P-cars have you owned in the past? And, what P-cars do you presently own?

Past - 2006 Cayman S, 1986 944 Turbo (blue)
Present - 1986 944 Turbo track car (red)

First memorable car experience, Porsche or otherwise? (What led to your love of cars?)

Watching the 1987 British Grand Prix at Brands Hatch.

Interesting fact or hobby about yourself.

DE instructor, my main hobby is looking after my track car and attending DE's/track events at Putnam Park.

Interesting fact: I'm a trained scientific glass blower. I was also a campanologist. I'll let you all look up what this is!

Richard Darnell – Treasurer and Unofficial Historian

When did you join KyPCA?

Spring of 1997

Why did you join KyPCA?

I had just recently purchased a 1972 914 and while at the car wash another 914 pulled in. We spoke for a while and he encouraged me to join the local Porsche club.

What is your position within the club? And, for how long have you held said position?

I have been the Treasurer since 1999 and after compiling some info for our 50th Anniversary I guess I am the unofficial historian.

What P-cars have you owned in the past? And, what P-cars do you presently own?

I have a 1972 914 that I purchased in 1996.

First memorable car experience, Porsche or otherwise? (What led to your love of cars?)

As a child growing up I remember seeing the 914's and have loved them since. One day in November of 1996 I was flipping through Hemmings Motor News and the next thing I was driving back from Cincinnati in a 1972 914. Turns out the car had the typical rust problems and in 2004 I stripped it, flipped it and welded in new frame rails, suspension, and rear floor pan.

Scott Keiser – Board Member

When did you join KyPCA?

June of 2011

Why did you join KyPCA?

After purchasing my Boxster I was interested in sharing the experience with other like people that have a passion for the Porsche brand and sports cars in general.

What is your position within the club? And, for how long have you held said position?

I am a Board member and have held the position for 1 year of a 2 year term.

What P-cars have you owned in the past? And, what P-cars do you presently own?

I own a 2000 Boxster. This is my first P car but probably not my last.

First memorable car experience, Porsche or otherwise? (What led to your love of cars?)

Turning 16 in the 60's was a time in history that most guys liked their cars. I was no exception. My first "hot" car was a 1964 Chevy Impala SS convertible. I drove that car to college for 2 years. I think it burnt more oil than gas at times:)

Interesting fact or hobby about yourself

I am an Optician by trade but have been an Administrator of a 5 office Optometric practice in Louisville for 8 years. I love golf and watching auto racing on T.V. Been married to Sheila Keiser for 36 years. Have 2 daughters and 2 lovely Grandchildren.



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After Holiday Party Photos

By Holly Miller



2nd Louisville Originals prize winner



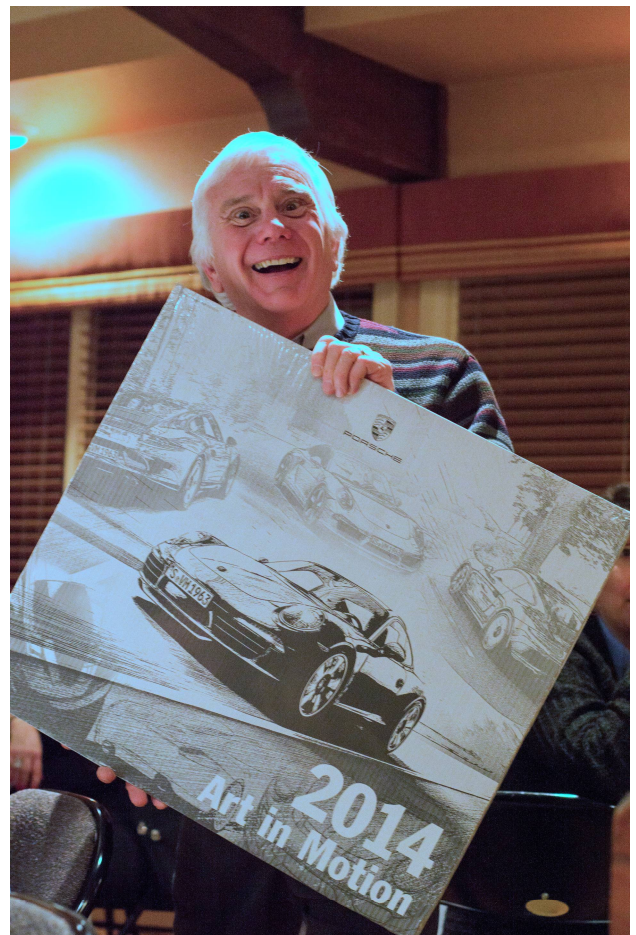
Belinda Schweinhart wins Brooklyn Beer prize



Drawing for the DE prize



DE winners!



Big Art winner



Edward wins bottle opener



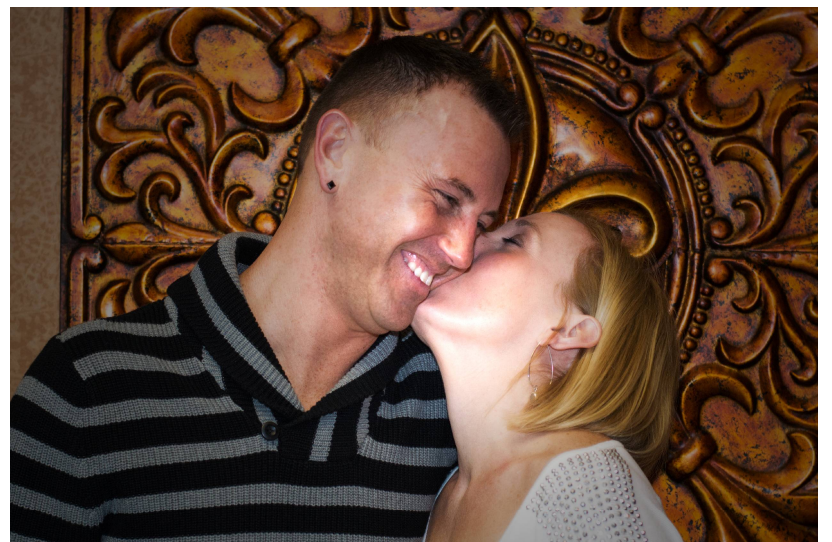
Generous Matt Innes gives up DE door prize



Good times behind the bar



Every last drop!



Holly kisses Pres. Jason Miller



Jason conversing with members



Fabulous buffet



KYPCA Officers & Board



Looking good in Ray Bans!



HUGE sequin Porsche logo



Our lovely prize assistant Mark Bos



Matt & Lucy Innes



Members conversing



Jason welcoming guests before drawing



New members



Porsche 911 book winner



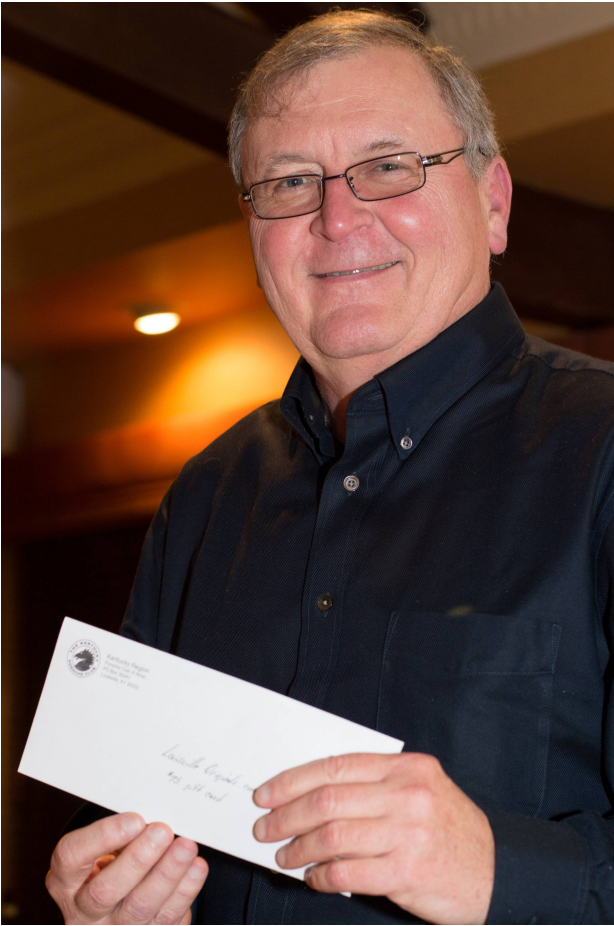
Ready for good food



Richard Darnell wins gift card



Richard at his post



Another Louisville Originals prize winner



Bear cars



PCA Anniversaries!!

January 2014

1974 Knight, E Ray & Yvonne
1974 Wright, Ted & Verna
1989 Leason, James H. & Charlene
1997 Darnell, Richard
1998 Hislop, John M. & John M. Hislop, I
1999 Kubiak, Alan W.
2002 Marshall, Milton N. & Nell
2003 Hessel, Edward III
2006 Brown, Douglas K. & Lenny Scroggins
2006 Walker, Doug & Mitzi
2010 Wydotis, Lenny & Heidi
2012 Burr, Frederic W. & Donna
2013 Driscoll, Michael M.
2013 Resener, Kurt J.

Welcome New Members!!

January 2014

Gadd, James D. & Teri
Richmond, KY
2007 Cayman S Black

Transfers in:

Brown, Douglas K. & Lenny Scroggins
Louisville, KY
Transfer from: Santa Barbara (SBA)
1995 911 Silver

Doerr, Mark C. & Mary
Louisville, KY
Transfer from: Bluegrass (BGS)
1997 Boxster Artic Silver

To maintain machines like these...

... Takes skills like ours.



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Stein
AUTOMOTIVE

My Parents Bought A New Car

By Dick Badler, February 2014 Rocky Mountain's High Gear

They bought a new car last summer. You have to understand. They're 87 and 85. My father had a stroke, a year and a half ago. Nothing cognitive, but he can't drive. My mother only drives in daylight. This past fall, they moved into an assisted living complex.

I have this vision of my parents coming into the dealership showroom... my father holding on tight to his walker, my mother making her way, following knee replacement surgery. The salesperson doing a few double-takes and finally getting out, "uh, can I help you?" and "What color do you like?" and "Do you have a trade-in?" and "Lease or buy?"

They've never owned a Porsche. The closest they came was in '83, when they bought a '78 Mercedes-Benz 450 SL. My father had been pining for one, for years. This one I found for them. Same year as my SC. Same low mileage. Silver, with the dark blue soft top. I called them up and said, it's now or never. They called it their "SL-ela."

They kept it for about ten years. The standing joke was that they were going to give it to my wife, when they grew tired of it. Or at least sell it to her. But then, one day, my father told me they traded it in, on a Lexus ES. I told them they'd regret it. They did.

My fondest memory is of the '62 Buick LeSabre. We went cross-country in it, my two sisters, my parents and I, New York to LA and back, in five weeks. No air. I got the worst case of chapped lips in recorded history, from sticking my head out the window... like a dog... and then moistening my lips with my tongue.

Over the course of the trip, I rated my parents' driving. Turns out, so to speak, that my mother was faster. To pass the time, I played chess with my father, using one of those portable sets where you push the pieces into holes. It was the only time, ever, that I sat in the middle, between my two sisters. My usual place was behind my father, natch.

My father drove my first sports car home for me. It was a '64 Triumph TR-4, which I bought from a family friend, for \$800, my life savings. I was 17, and couldn't drive a stick. That night I just sat in it, and played the radio. The next day, he took me out to learn the wonders of British gearboxes and friction points. At one point I lurched it so hard the fuel lines came off the carburetors. I lost half a tank of gas before we realized what that funny smell was coming from.

Then there was the '67 Buick Wildcat. Convertible. My parents let me drive it into New York City, the night of my senior prom, to the Village, to see B.B. King, at the Village Gate. I remember who I took as my date, I remember a second couple, but I don't remember who the third couple was. It was that kind of night.

My parents took me to college in that car.

When my first daughter was born, my parents drove up from Virginia in a Honda Accord. I remember my mother rushing into the hospital, carrying a pair of binoculars. She said you never know how far away from the window they put the babies.

In recent years, my parents had a 3-series BMW wagon. Which was great for trips from Virginia to Florida for the winter, including a ride on the car-train. Except my father totaled it, one morning. Ran into a tree. Don't ask.

So they replaced it with a Cadillac CTS wagon. Which they hated, because of what they claimed was bad three-quarter rear-view visibility.

A few years ago, I got my father a gift subscription to Car & Driver magazine. I took advantage of one of those "renew now and give a new subscription to someone as a gift" deals.

It became a routine, during our weekly telephone conversations... what do you think I should replace the Caddy with? I didn't know how to answer. So I turned it around and said, what do you want?

Toyota Avalon, he said. The perfect appliance, I said. But it takes regular gas, he said.

How about a Hyundai Genesis? Hmm, I said. It may out-Lexus Lexus, the way Lexus out Mercedes'd Mercedes, at least for the money. Does it take regular gas? That's what they bought.

I visited my parents for Thanksgiving, last fall. I drove the Hyundai, and it really wasn't bad. In fact, it really was a lot like a Benz for, what, two thirds the price.

But the real joy came when I programmed the in-car Nav to get to my sister's house for Thanksgiving Dinner... the house is some seven miles away and, really, over a route that's not that complicated. But so be it.

We tested the Nav, Thanksgiving Day, and it worked.

Let me put this into perspective; my father's an electronics engineer. To this day, he can explain to you how a computer works. Or a television. He used to argue how Plasma technology is inherently much superior to LCD. And so was Betamax. Around when I was born, he worked on the development of the LP record.

But, as I was programming the Nav, he was gently pushing toward me the never-opened, inch-thick, Nav manual, which I simply ignored.

But my real mitzvah was programming the Nav to get... home. To quote my mother, "Now we won't get lost again!"

Yikes. So many memories. So many drives to look forward to.

THE MART

The Mart Rules

The Mart Ads are free to all PCA members. **It will appear for TWO issues and can be relisted by contacting the newsletter editor.**

All ads must be car related. To place an advertisement in "The Mart" contact the PaceSetter editor.

For Sale

1989 944—red/black leather sunroof coupe. Good condition. New clutch. Koni adjustable front shocks. New bushings. Tinted windows. 201k miles. \$3000. Mark Schweinhart, Goshen, KY. markcrt@bellsouth.net



Colgan 2pc Bra for 1979 to 89—912E, 911, 930. Used once, excellent Condition. \$50. Contact Steve McCombs shmc930@hotmail.com 502-558-0306



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PEDROSGARAGE

For the Nth time!

Published in the February 2014 issue of **“Die Porsche Kasette”**

If I had 1HP for every time that I’ve been asked about N-rated tires in a Porsche, I’d have at least a Carrera GT, a GT2 and a 918 Spyder!

Whether over the phone, by e-mail, in person or through the Internet forums I constantly get questions such as these:

“Does the N-rating (N0, N1, N2, N3, N4) really make a difference?”

“I am looking for new 18" tires for my 996 and I’m wondering if the "N" rating is still a requirement.”

“ Apparently a non-N-rated tire can make the 911 kind of squirrely (?) to drive. Your thoughts?”

“ I understand that the rear tires of the turbos (all 996s?) wear on the inner edges faster due to camber. Do the N rated last any better?”

“ What are your thoughts on replacing the OEM N rated tires with non N rated tires?”

So, for the **Nth** time, here it goes:

An N-rated tire is a tire from one of various Porsche-approved tire manufacturers that has passed a series of difficult and diverse tests designed by Porsche engineers to ensure maximum performance and safety under a wide range of driving conditions. To have this rating stamped on the side of their tires, and to be an OEM (Original Equipment Manufacturer) tire provider for Porsche requires the joint product development efforts of the particular manufacturer’s tire engineers working alongside the Porsche vehicle engineers.

In some instances specific tires will only be approved for specific Porsche applications or models. Let's look at some of the tests required by Porsche for N-rating approval:

● **SPEED:** The tire must be capable of safely handling the Porsche vehicle at any speed while allowing it to reach its top speed on a test track or on the German Autobahn.

● **NOISE:** As tires continue to grow in size and width, noise suppression becomes more and more important. Generally speaking, Porsche performance tires are low profile and very soft (sticky). This makes it even more difficult to manage road noise. You can rest assured that those tires with the Porsche N rating will be as quiet as possible.

● **HYDROPLANING:** The focus in recent radial tire development for Porsche vehicles has primarily included optimum handling on dry surfaces and the safest possible behavior on wet surfaces, even at high speeds. Tires developed by various manufacturers, in concert with Porsche, offer a specific set of wet grip properties which few, if any, other automobile manufacturers demand in equal measure from the tires they use on their vehicles.

● **BRAKING:** Tires must provide a quick, safe and modular deceleration from several speed benchmarks (60 mph - 0 mph, 100 mph - 0 mph and 150 mph - 0 mph) in the least amount of real estate.

● **HANDLING:** This particular heading doesn't require any additional explanation. Your tires provide the grip that keeps your Porsche "stuck" to the road.

Once a tire has been approved by Porsche, it is branded with the N-rating.

The N-specifications include: N0 (N-zero), N1, N2, N3 or N4.

These stamps on a tire's sidewall clearly identify them as approved by Porsche for their vehicles.

The N0 marking is assigned to the first approved version of a tire design. As that design is refined externally or internally, the subsequent significant evolutions will result in a new generation of the tire to be stamped with N1, N2, N3, etc., in succession.





Higher ratings such as N1, N2, N3, etc. do not imply speed rating increases but instead refer to the next version (with refinements) of the original design.



When a completely new tire design is approved, it receives the N0 branding and the succession begins again.

It is important to note that certain tire manufacturers may produce the exact same tire in name, size and speed rating as those that have the N spec approval.

However, if they are not stamped with the N-rating then it is very likely that they do not adhere to the same rigid production and quality requirements demanded by Porsche.



This N-rating isn't free. It comes at a price. All of that development and testing costs the tire manufacturers and Porsche a penny or two. For instance, one of the most popular tires for a newer Porsche is the new Michelin Pilot Super Sport (Max Performance Summer) 265/35/ZR19 N0. It can be purchased from TireRack.com for \$419.00 each.

The same tire, without the N0-rating but with the exact same specs is offered by TireRack.com for \$297.00 each.

There are N-rated tires for all applications, such as: Summer Tires, Cold Weather Tires, All Season Tires, Off Road Tires, Track Tires, etc.

Porsche makes public a complete list of N-rated tires at:

<http://www.porsche.com/usa/accessoriesandservices/porscheservice/documentsanddownloads/>, but if don't have access to this web address, just call your dealer. They can provide you with the different OEM tire suppliers and different N-rated tire options for your particular car. The Porsche-approved (N-rated) tire manufacturers are: Michelin, Pirelli, Continental, Bridgestone, Dunlop, Good-Year, Toyo, and Yokohama among a few other select suppliers. Of these manufacturers less than 5% of their production is N-rated.

You can check the tire manufacturer's websites which should include N-rated tire information for their products.

Generally, N-rated tires can only be obtained from a Porsche dealer or TireRack.com (official tire supplier to PCNA dealers).

I have never driven a Porsche with N-rated tires where the tires have disappointed me. But I've also been very well impressed by Porsches shod with some non-N-rated tires.

I've found that most of the N-rated tires are outstanding, but there are many, many other very good, even great tires that aren't N-rated and they offer close-to-N-rated performance at substantially lower cost.

Now, having said all that, is it necessary to run N-rated tires exclusively?

With what you now know, you'll have to answer that one yourself.

To learn more about tires and Porsches in general, please visit my website at: www.PedrosGarage.com.

Happy Porsche'ing,

pedro

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technolab

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2013 Tech Quiz 356 Answers

(see 2014 January Pacesetter for the quiz)

1. Tom Gorsuch - 2013 Region Procedures Manual pg 4
2. True - Excellence was Expected Vol 1 pg. xv
3. Cayman S - Porsche Panorama March 2013 pgs.50 & 55
4. Brewster Green - Porsche Panorama March 2013 pg 41
5. True - Porsche Panorama February 2013 pg. 81
6. Rally Navigator Award - 2013 Region Procedures Manual pg. 129
7. True - Porsche – h.f. ullmann pg.11
8. 90 - Porsche Panorama November 2012 pg 22
9. Prototipo - Excellence December 2012 pg. 84
- 10.13/13 Rule - 2013 Region Procedures Manual pg. 113
- 11.True - Porsche Panorama December 2012 pgs.2 & 3
- 12.Stefan Johansson - Excellence February 2013 pg 107
- 13.True - Porsche Panorama December 2012 pg 16
- 14.None of the above - Porsche – h.f. ullmann pg.17
- 15.Type 360 Cisitalia - Porsche Panorama December 2012 p. 44
- 16.False - Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg 1565
- 17.True - Porsche Panorama March 2013 pg.13
- 18.False - Porsche Panorama October 2012 pg.16
- 19.False - Porsche - h.f. ullmann pg.11
- 20.Push the front wheels forward. - Porsche Panorama October 2012 pg.48
- 21.Dauer 962 - Porsche Panorama October 2012 pg. 34
- 22.True - 2013 Region Procedures Manual pg. 82
- 23.True - Porsche Panorama November 2012 pg. 30
- 24.550A - Porsche Panorama November 2012 pg.39 &40
- 25.No paint applied - Excellence June 2011 pg.160
- 26.False - Excellence was Expected Vol 2 pg.641
- 27.1967 911R - Excellence June 2011 pg. 62
- 28.F. A. Porsche - Porsche Year 1985-1986 pg. 42
- 29.Parnelli - Excellence was Expected Vol 2 pg.809
- 30.Patrick Long - Porsche Panorama November 2012 pg. 18
- 31.356 cabriolet - A French Kiss with Death pg.72
- 32.False - Excellence was Expected Vol 1 pg. 388
- 33.False - Porsche Panorama August 2012 pg. 24
- 34.False - Porsche Panorama July 2012 pg 38
- 35.True - Excellence was Expected Vol 1 pg. 335
- 36.True - Excellence was Expected Vol 1 pg. 350
- 37.907L - Excellence was Expected Vol 1 pg. 409
- 38.False - A French Kiss with Death pg.387
- 39.False - Excellence was Expected Vol 3 pg.1059
- 40.935K3 - Porsche Panorama October 2012 pg.43
- 41.reduces pressure loss - Excellence May 2013 pg. 30
- 42.False - Excellence May 2013 pg. 30
- 43.30 seconds - Excellence May 2013 pg. 38

- 44.Both a and b - Excellence April 2013 pg.28
- 45.False - Excellence February 2013 pg.24
- 46.True - Excellence December 2012 pg. 52
- 47.True - Excellence June 2011 pg 36
- 48.Overcharge undercharge - Excellence November 2012 pg. 38
- 49.False - Excellence November 2012 pg. 46
- 50.False - Excellence June 2011 pg 56
- 51.False - Porsche - h.f. ullmann pg.11
- 52.D'Ieteren- Porsche Panorama January 2013 pg. 64
- 53.1950 - Excellence was Expected Vol 1 pg. 49
- 54.All of the above - Excellence Porsche Buyer's Guide pg. 36
- 55.1957 - Excellence Porsche Buyer's Guide pg 36
- 56.False - Original Porsche 356 - The Restorers Guide pg 42
- 57.False - Excellence was Expected Vol 1 pg. 145
- 58.True - Porsche Panorama December 2012 pg 38
- 59.False - Excellence Porsche Buyer's Guide pg.37
- 60.Ferdinand - Original Porsche 356 - The Restorers Guide pg 10
- 61.True - Excellence Porsche Buyer's Guide pg.3
- 62.Silver - Original Porsche 356 - The Restorers Guide pg 47
- 63.True - Original Porsche 356 - The Restorers Guide pg 15
- 64.Wing - Excellence was Expected Vol 1 pg. 181
- 65.All of the above - Moments-The Official Porsche Anniversary Book 1948-1998 pg. 60
- 66.False - Original Porsche 356 - The Restorers Guide pg 52
- 67.True - Original Porsche 356 - The Restorers Guide pg 63
- 68.Glasspar - Excellence was Expected Vol 1 pg. 147
- 69.13 - Excellence was Expected Vol 1 pg. 67
- 70.True - Up-Fixin der Porsche Vol 11 pg 63
- 71.False - Excellence was Expected Vol 1 pg. 218
- 72.Alfred Teves - Excellence was Expected Vol 1 pg. 220
- 73.True - Excellence was Expected Vol 1 pg. 91
- 74.False - Excellence was Expected Vol 1 pg. 74
- 75.Ferral - Excellence was Expected Vol 1 pg. 206
- 76.shuffle-pinning - Porsche 911 Engines 1965-1989 Wayne Dempsey pg. 93
- 77.40th - Porsche Panorama March 2013 pg. 55
- 78.Brussels Belgium - Porsche Panorama January 2013 pg. 64
- 79.True - Up Fixin der Porsche Vol VIII pg. 241
- 80.False - Porsche Panorama December 2012 pg 26

2013 Tech Quiz Early 911

The first 50 and the tie breaker questions of the quiz are identical to the previous 356 quiz. Here are the only different questions:

51. _____ was responsible for the design of the "ducktail".
Ernst Fuhrmann
Tilman Brodbeck
Ulrich Bez
Robert Goddard
52. In 1973 Porsche claimed the first overall victory in the Targa Florio with a Carrera RSR prototype with what distinctive feature?
a. No paint
b. Targa body
c. "Mary Stuart" rear spoiler
d. Right hand drive
53. An over-center clutch pedal helper spring was installed on a 1973 911 T.
True
False
54. The amount of fuel injected by a Bosch mechanical fuel injection unit was controlled by a _____.
thermostat
barometric compensator
cold-start enrichment solenoid
all of the above
55. What do Type 745 and Type 821 have in common?
Experimental transmissions
Aircraft engines
Experimental engines
56. Higher compression ratios for the 1972 911 engine allowed the use of regular gas.
True
False
57. 930 #0001 the first production 911 Turbo _____.
was converted to a 911 Turbo RSR.
was a 70th birthday present to Louise Piech.
both a and b.
none of the above.

58. If your 1974 911 chassis number starts with 91144 it is a Carrera.
True
False
59. _____ hydro-pneumatic front struts replaced the standard torsion bars on the 1969 911E.
Koni
Boge
Bilstein
AC Delco
60. Opening front quarter windows were retained on the Coupe until 1977.
True
False
61. By 1965 almost twice as many 912's were sold than 911's.
True
False
62. The _____ Fuchs aluminum wheel was fitted standard to the 1967 911S.
5 1/2" x 15"
4 1/2"x 15"
5 1/2" x 14"
6" x 15"
63. The 912 was originally known at Zuffenhausen as the 902.
True
False
64. The 1973 Carrera RSR was known to it's buyers as the _____ conversion order.
M454
M5
M491
M707
65. What year was the elastic bungee sprung "clamshell" interior door compartment design replaced?
1965
1972
1976
1974
66. All American market 1974 911's were supplied with an American made air compressor for the inflatable spare.
True
False

67. 1968 911's fitted with Sportomatic had a wider foot pad for the brake pedal.
True
False
68. Thyssen zinc coated steel was introduced for all chassis and bodywork parts in _____.
1971
1974
1976
1983
69. The 911T engine introduced in 1968 had _____ to reduce its cost.
a cast, noncounterbalanced crankshaft
cast iron cylinders
single valve springs
All of the above
70. The 1970-1971 911S was the first production model touring Porsche that had 200hp (SAE gross).
True
False
71. The "4" and "5" in 934 and 935 indicates the last digit in the year the car was produced (1974 & 1975).
True
False
72. If the electrode and insulator are black in appearance on a 1972 911's spark plug that is an indication that the _____.
spark plug gap is too narrow
plug is too hot
Both a and b
fuel mixture is too rich
73. Safety bumpers were a feature on the 911 G-Model.
True
False
74. The grill on the central tunnel (in front of the rear seats) is the air exhaust for the optional gas heater on pre 1973 911's.
True
False
75. The center hole in an original equipment type 1972 and on the oil filter (Purolator PC 260) allows oil to enter from the oil tank.
True
False

I will print the answers in next month's newsletter along with the next quiz, 2013 Tech Quiz Mid 911.

The following categories will follow:

964, 993

996, 997, 991

914, 914-6

924, 944, 968

928

Cayenne, Panamera

Boxster, Cayman

First Porsche revealed to be an electric car from 1898



Thanks Matt & Jason!

Read more....<http://www.bbc.co.uk/news/business-25934289>