

Pace Setter JANUARY 2014

KyPCA **Holiday Hangover aka After Holiday Party**

Saturday, January 18, 2014
7p-Midnight

The membership is invited to attend our 2013 "After Holiday Party." Like the previous two years it will be held at the **Lake Forest Lodge**. The cost will be **\$15** per person and will include a catered dinner from **The Louisville Catering Company**, including appetizers, salad, and dessert. There will be alcoholic and non-alcoholic beverages for your enjoyment. Music and door prizes will also be included. If anyone wishes to donate a door prize, please let us know.

Please mail your RSVP along with your check to:

After Holiday Party KyPCA
PO Box 35341
Louisville KY 40232
(Make check payable to: The Kentucky Region PCA)

RSVP and payment must be received no later than Friday, January 17

Questions:
Richard Darnell or Jason Miller
502-889-8120 millermd@twc.com

**There will be a Gluten-free meal option

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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2014 KY Region PCA Calendar

www.kypca.org

| Current Events!! | JANUARY | FEBRUARY | MARCH |
|---|---|---|---|
| <p>January 13, 2014 Membership Mtg. El Tarasco Time: 7:00 PM (see page 26)</p> <p>January 18, 2014 After Holiday Party Time: 7:00 PM (see page 1)</p> <p>January 25, 2014 Saturday Morning Breakfast Social Steak n Shake Time: 9:00 AM (see page 26)</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-bottom: 5px;"> <p>KYRSCCA Autocross Schedule www.kyscca.org</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Central Indiana PCA Calendar www.cirpca.org</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Central KY SCCA Autocross Schedule www.ckrscca.org</p> </div> | <p>13th—Membership Mtg. El Tarasco Mexican Restaurant (see page 26)</p> <p>18th—After Holiday Party (see page 1)</p> <p>25th-Saturday Morning Breakfast Social Steak n Shake (see page 26)</p> | <p>10th—Membership Mtg. Famous Dave’s</p> <p>22th-Saturday Morning Breakfast Social Steak n Shake</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> |



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PORSCHE

President's Report

Jason Miller—KY Region President



Happy 2014 and best wishes to you all for a prosperous new year.

I would like to introduce myself as your 2014 KyPCA President. I am a 37 year-old practicing physician, husband to a loving wife – Holly, father to a beautiful 6 year-old daughter – Grace, and an avid Porsche enthusiast.

I still recall the first Porsche I ever saw. I was 8 years-old and it was a red 80's model Targa. I fell in love. Over the years my parents would take me to the dealership and I would drool over all of these amazing cars constantly reminding them that one day I would own a Porsche. My window shopping continued as I completed Medical School and on into my Residency. In January of 2007, as I was just months away from completing Residency and beginning my practice, I received a call from one of the Bluegrass salesmen, "We have the perfect car for you." I'm sure you have all heard this before. The car, a silver 2006 Cayman S, was a recent trade. I loved the car, but at first could not commit. I had not even begun to earn real money yet. After a few weeks my wife convinced me to buy the car and so it began.

A year later, I traded the Cayman for a red 2007 Targa 4S. This is my "Dream Car." I hope to keep it forever. Those of you that know me also know my love for this car. She is a beauty. Since joining the club Holly, Grace, the Targa, and I have all enjoyed numerous drives, social gatherings, and more importantly the camaraderie the club brings.

This past September, one week prior to our last DE of the season, I took yet again another plunge, buying a 2003 Boxster for the track. If you have never experienced the track, this is a must. I had volunteered at our DE's many times and even gone on ride-a-longs, but driving is a whole new experience. Simply the most fun I have ever had! I can't wait for the next track season. We are lucky to have such a great event twice a year.

As we begin 2014 make plans to attend a Monthly Meeting, Club Drive, Saturday Breakfast Social or a DE. The club is what we make it. I challenge the membership to become more involved. I believe there is something for everyone. If your interests are not being met or you have an idea for a gathering let me know, I will strive to make it happen.

I am honored to be your 2014 KyPCA President. And, I hope to see you at the After Holiday Party.

Jason Miller





Attend One of the Most Spectacular Vintage Races in the World and Party ARPCA Style!



Greetings PCA Club Neighbors - It's that time of the year again - time to start putting the calendar together for 2014. As you look for additional events and activities for your Club for the coming year, we'd like you to consider adding our event as a premier traveling event for your members - the Pittsburgh Vintage Grand Prix (PVGP). This is an annual charity event that attracts thousands of cars and tens of thousands of participants and spectators over a two week period each July in the heart of Pittsburgh. It includes car shows, club gatherings of all marques, and of course, racing - it is the nation's largest vintage race, and the only one run on city/public streets. It is also our Club's largest yearly fundraising event. We have hundreds of Porsches gather for it, and we continue to expand the social activities surrounding the event.

Last summer, we hosted a large contingent from the Chicago Region Club as well as from Ontario, Canada (Zone 1). We had members come in from Virginia and other distant Regions as well. Besides the races and the social Club gatherings that we are planning, there are a host of other things to do in the area including visiting world class museums (the Carnegie), art galleries (including the Andy Warhol Museum and gallery), and architecture (Frank Lloyd Wright's Falling Water). And getting here is part of the fun - especially in a Porsche - the area boasts some great driving roads through mountain terrain with great views. Lastly, the PVGP is itself a worthy event - proceeds from the registration go to the Autism Society of Pittsburgh and the Allegheny Valley School, a place providing residence, treatment and services to developmentally disabled individuals. It is our largest charity fundraiser each year.

The PVGP will be held from July 11th through the 20th in 2014, with the large car show and races held in central Pittsburgh at Schenley Park on the weekend of July 19 and 20. We plan again this year to host a gathering of out of town Club travelers on Friday July 18th. Details and registration information will follow after the first of the year. But in the meantime, be sure to consider this outstanding event for your Club and include it in your calendar and newsletter. A suggested newsletter write up is:

Summer road trip!

Let's plan to attend the Pittsburgh Vintage Grand Prix, featuring the nation's largest vintage race, and only one held on public streets through the heart of the City. The event includes a car show featuring over two thousand cars. It is the biggest charity fundraiser for our club, the Allegheny Region PCA, and proceeds benefit the Autism Society of Pittsburgh and the Allegheny Valley School, a place providing residence, treatment and services to developmentally disabled individuals. Also, ARPCA will host a social gathering for the traveling Regional Clubs on Friday, July 18, 2014, with the car show in the Porsche Corral on the golf course at beautiful Schenley Park, and vintage races in 14 classes taking place on the public roads through the park on the 19th and 20th. Registration and details to follow soon!

Thank you,

Ed Rice, 2014 ARPCA PVGP Committee Chair

pvgp@arpca.com or linderpat1@gmail.com



Porsche Club of America
It's not just the cars, it's the people.



PCA National Press Release

December 27, 2013

Werks Reunion—A Porsche Gathering coming to Carmel Valley, California in August 2014

The Porsche Club of America is set to begin a new tradition in 2014 with the inaugural Werks Reunion. The new, premier Porsche event will take place on Friday, August 15, during the world-famous Car Week on California's Monterey Peninsula.

In years past, PCA co-hosted Legends of the Autobahn at the Rancho Canada Golf Club. For 2014, the club will host a dedicated event to celebrate Porsche automobiles on the very same fairways. Expect a breathtaking array of Porsches, from rare classics to customs, race cars, current models, and everything in between. PCA will host the event with participation from Porsche Cars North America. National PCA Sponsors will also be present with exhibits and displays.

Werks Reunion is open to all and tagged as A Porsche Gathering for a reason: PCA is inviting other Porsche clubs to join in the fun! Werks Reunion is intended to be a new way for all Porsche owners to mingle during Monterey's annual auto extravaganza. As a result, the Porsche Owners Club, Porsche Racing Club, 356 Registry, 356 Club, Early 911S Registry, R Gruppe, 914 World, and all Porsche clubs and registries are welcome. Membership in PCA is not required.

Porsche owners looking to compete will have the choice of entering their cars in either the people's choice or concours categories. Special, one-of-a-kind trophies are being made just for this event. Other Porsche owners will have the opportunity to include their car in the display only Porsche corral. All will be treated to a stunning display of more than 500 Porsches, access vendors, and enjoy the camaraderie of fellow car enthusiasts. The 2014 show will feature the latest Porsches, special vehicle presentations, celebrity guests, and a surprise or two.

Contact: Tom Provasi, Event Chair, werksreunion@pca.org

About Porsche Club of America: With over 110,000 members, PCA is the largest single-marque car club in the world. We know the unbridled joy that a Porsche can provide, and have built a community around that very feeling. PCA offers driving experiences, technical assistance, and camaraderie that are second to none. For more information, log onto www.pca.org.

I Hereby Resolve...

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

Do New Year's Resolutions really matter? Interesting question. They certainly don't, if we don't keep them. So the important thing is to make commitments that we will live by. Resolutions that frame who we are, what we believe in, what we're going to do. Otherwise, they're just words on a page... or in the ether.

That said, as the years go by, it does get harder to write a list. I think it has something to do with our cumulative list of promises kept... and not kept. But I don't care. I need the focus, and I'm forging ahead. Here goes, the resolutions for 2014 that I will live up to or... or what? Whatever.

— I resolve to not diss Porsche for usury in their pricing of options.

Is Porsche worse than, say, Apple? The reality is they have developed product differentiation and imagery to a level that is so immutable that otherwise normal people, usually sane and rational, knowing full well that they're being ripped off, big time, are still willing to pay with a smile. So, more power to Porsche. If it was an easy feat to achieve, everyone would do it. And, I assure you, everyone would like to.

This reminds me of the Humphrey Bogart quote. At the height of his fame, an interviewer asked him how he could justify an unheard-of fee of \$1 million per picture, which was in real dollars, what, 10 times, maybe 50 times, what it is today. And he answered, "Because I can get it."

— I resolve to not see another film about racing for another five years, at least.

Because there won't be any. As much as we may have liked "Rush," if only for the racing footage, the fact is that the film zipped in and caromed out, after only a few weekends at the local multiplex. It may have done better overseas, where the populace actually has an interest in the sport, and knows who the protagonists were. It may have even made money, all in, although we know that Hollywood is notorious for creative accounting to make a point.

It doesn't matter. The fact is that, at least in this country, Formula 1 is still a fringe sport, followed rabidly by a minority that isn't even that vocal. Here's an analogy. The joke about NHL hockey is that there are 20,000 Ranger fans in New York City. And they go to every game.

At least Formula 1 has company in this country. America's Cup sailing. Rugby. Cricket. Soccer. Wait a minute, Soccer? Yeah, it belongs on the list. It's been the next sport in this country for at least 20 years now. Or 30. Anybody remember the old NY Cosmos?

— By the same token, I resolve to not criticize Formula 1 telecasts for being lifeless, somnolent and self-absorbed to the point of arcane irrelevance. No I won't.

Instead, I'll just plan accordingly. I'll pile up the Sunday newspapers, next to my remote control, beside my comfy chair. I'll prepare a piping hot cup of joe, dig into a few scrambled eggs. Sit back. Turn the volume down and try to guess the circuit the circus is visiting that week and... during the lulls between on-track passes, I'll educate myself on the ways of the world. I'll have plenty of time.

And this will help; after breakfast I'll hoist my fully-priced Macbook Air on my lap and call up YouTube videos of in-car hot laps, brazen bike vs. exotic banzai runs, multi-car pile-ups, the sight and sound of racing engines firing up.

(Continued on page 9)

(Continued from page 8)

— I resolve to not buy a manu-matic gearbox car this year.

This one is easy. I'm not planning to buy a car this year, period. Now, if I was, this resolution probably would not be on my list. Because, wow, with each passing year it's getting harder and harder to go with a stick. When Porsche builds a new GT3 and makes it available solely with a PDK transmission, I think it's safe to say the footsteps are getting louder and louder.

However, the good news this year is that I can also resolve to not buy a car with blind spot warning, lane-departure warning, active cruise control, predictive forward collision warning, backup collision intervention or active lane-keeping control.

— I resolve to not cancel any of my car magazine subscriptions.

Boy, I've thought long and hard on this one. When I last moved, a year ago, I gave away all my old issues of Road & Track and Car and Driver. Like decades-worth. They were all in boxes, gathering dust, with multiple moving labels on them, souvenirs from multiple relocations. I hadn't cracked one open in years. But technology had finally caught up with me... back issues were now all on-line. So my treasured retirement annuity had, all of a sudden, lost all intrinsic value, except maybe to an itinerant collector with more storage space than me.

Nowadays I don't devour the mags like I used to. Most of the feature stories I've already read online, thanks to the publishers' habit of pushing stories my way by e-mail, way in advance of their hard-copy publication dates. And they're just so repetitive. I really, really don't care to read the same impressions of the latest whatever from the same ride/drive event, multiple times in multiple pubs.

So what am I doing, keeping the subscriptions? It's tradition, damn it! It hurts me! The joy of opening a full mailbox, of thumbing through, of wiping ink off my fingers... of... I don't know! All I do know is I'm not ready to go fully digital.

Although, some months it looks like the magazines have been mainlining too much Slim-Fast. If this keeps up, I may not have to make a resolution on car mag subscriptions at all.

— I resolve to not rant and rave about the pointlessness of collecting antique automobiles.

I will not mull over the rationale of paying a king's ransom for something that long ago outlived its usefulness at the intent for which it was created.

What do people do with them? Most of the people I see with classic cars, today, stuff them in unmarked warehouses in industrial parks, to be let out in the sunshine for carefully scheduled monthly sojourns around the block, to keep the fluids flowing. Or for parades. Or car shows. Or auctions, where they're swapped out for another hulking behemoth with bad brakes.

But, no. I resolve that, if it floats your boat, so to speak, go forth. Just, please, watch your mirrors and yield to passing traffic when you're actually out and about, whenever that is.

Ok, that's it. I resolve to have the happiest of Happy New Years, and I hope you do, as well. See you 'round the bend.



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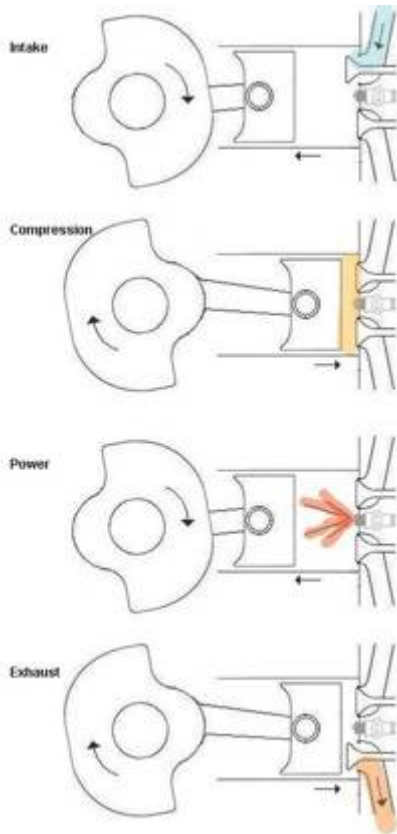
PEDROSGARAGE

Heading Out!

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

The ONLY way you can make more power in an internal combustion engine is to push more air through it, period.

You can do this by increasing the displacement (boring out the cylinders), by adding forced-air induction, such as with a Turbo or a Supercharger Kit, or by making your engine’s airflow more efficient.



Looking at the four stroke diagram you can see that the engine produces all its power during the power stroke.

The Intake, Compression and Exhaust strokes are required to make the power stroke possible but they drain power from the Power stroke.

In the Power stroke the gasoline and air mixture is ignited by the spark. It explodes and as the gasses expand, they push the piston back, thus generating power.

At the Exhaust stroke, back pressure is a certain way to lose power.

When the exhaust valves open at the beginning of the exhaust stroke, the piston pushes the gasses out of the cylinder and if there's any resistance that these gasses have to overcome, such as back pressure, then power is wasted.

In a flat-6 Porsche engine, whether air or water cooled, the exhaust gases end up in the exhaust manifold.

From the manifold, the gases flow into one pipe, through the catalytic converter(s), through the muffler and its baffles, and finally out to the atmosphere.

At the exhaust manifold, one cylinder's exhaust creates back pressure for the other two cylinders.



What makes the headers work is that they help to eliminate back pressure. Instead of having all three cylinders on one side of the engine share one common exhaust manifold, with headers, each cylinder gets it's own exhaust pipe.

All three pipes come together into a larger pipe called the collector.

Each one of the three pipes is cut and bent so that they all have the same length as the other two.

By making them the same length, it guarantees that each cylinder's exhaust gases arrive in the collector spaced out equally so there is no back pressure generated by the cylinders sharing the collector. This reduces wasted energy.

But remember that if you want to make more power you'll have to increase the air flow from the air filter all the way to the exhaust tips, and many times it requires replacing and/or improving the: air filter, intake tube, throttle body, intake manifold, exhaust manifold, catalytic converter(s) and muffler.

Finally, after you do all this you'll need to remap the car's computer so that it can all come together efficiently.

To learn more about headers and engine power please visit my website at: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro

technolab

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PCA Anniversaries!!

December 2013

1984 Talamini, Harry A.
1990 Jackson, Daryl C. & Danielle
2000 Dunn, Dion & Teresa
2007 Schmidt, Larry W. & Vicki
2010 Alexander, Kevin N.
2010 Horn, Ronald L. & Cameron Horn
2010 Michael, Patrick W. & Pam
2012 Adams, Granger
2012 Mosier, Joey & Donna
2013 Porter, D. Wayne & Sara

Welcome New Members!!

December 2013

Schneider, Charles & Todd Jones
Louisville, KY
2007 Cayman Blue

Thurman, Richard D.
Louisville, KY
2005 Carrera Black

Transfers in...

Jackson, Daryl C. & Danielle
Elizabethtown, KY
1988 944 & 1981 928 Gray

Neichter, John P. & Andrea
Floyds Knobs, IN
2014 Cayman S Red

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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.

2013 Tech Quiz 356

1. Thirteen prospective members attended the first PCA business meeting on Sept 13, 1955 in Washington, DC. Which of the following individuals was not in attendance?
Bill Sholar
Tom Gorsuch
Karl Grimm
Peter Pearman
2. The Porsche emblem first appeared on the steering wheel hub of 1953 model cars.
True
False
3. Driving a _____ David Donohue, Shane Lewis, Dr. Jim Norman and Nelson Canache won the GX class at the 2013 24hrs of Daytona.
911 GT3 Cup
Cayman S
Cayman R
Audi R8
4. What is the non-metallic color, favored by the Porsche family, for the new 991 based Club Coupe?
Guards Red
Orient Blue
Brewster Green
Alpine White
5. The official Porsche team at the 1970 Daytona 24hrs was the JWA Gulf team. JWA had (3) 917 Kurzhecks (short-tails).
True
False
6. The Parade trophy presented in memory of W. F. "Bill" Woolery is the _____.
Autocross FTD
Rally Navigator Award
Rally Diver Award
Tech Quiz Award
7. On 21 December 1966 a specially equipped 912 Targa was incorporated into the autobahn fleet of the Baden-Wuerttemberg state police. This was the 100,000th Porsche to roll off the assembly line.
True
False
8. In E-mode the 918 is capable of _____ mph on electricity alone.
120
200
60
90
9. The Momo steering wheel installed on the original (25) 917's was the competition-model _____.
LeMans
Monza
Prototipo
Elite

10. In PCA Club Racing, an immediate sanction against any driver at fault in any incident involving car damage is known as the _____.
- 11/11 rule
 - One and done rule
 - 13/13 rule
 - rubbing is racing rule
11. Betty Jo Turner's farewell address as Panorama editor was in the December 2012 edition.
- True
 - False
12. Who is the only racing driver to have run both the TAG-Porsche V6 and Porsche V12 powered Formula 1 cars?
- Ayrton Senna
 - Henri Pecarolo
 - Stefan Johansson
 - Al Unser
13. The Porsche family farm is located in Zell am See, Austria.
- True
 - False
14. The 115hp V-Rod motorcycle engine was developed by Porsche as a joint venture with _____.
- Suzuki
 - Honda
 - BMW
 - None of the above



15. Pictured at the magnificent Porsche Museum is 356-001. What race car is directly behind it?
- Type 804 Formula 1
 - Type 718 Formula 2
 - Type 360 Cisitalia
16. Kuhnle, Kopp & Kausch AG supplies superchargers to Porsche.
- True
 - False
17. In 2012, with near record sales, Porsche's new car sales per dealer was at 183 (average).
- True
 - False

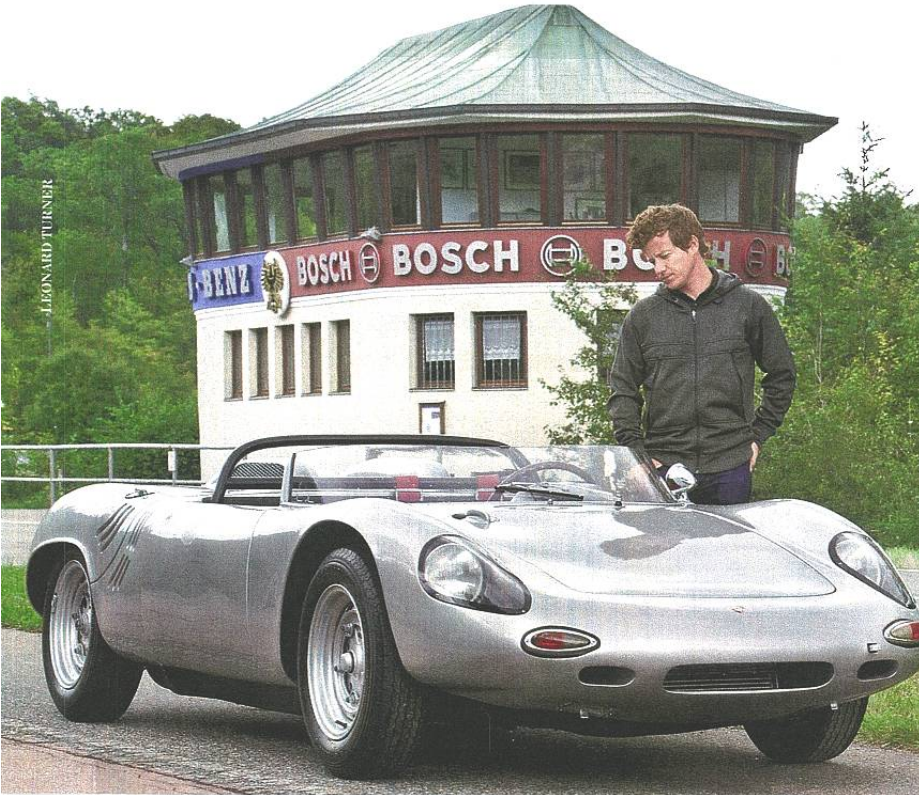
18. On August 1, 2011, Porsche became a wholly owned member of the Volkswagen Group.
 True
 False
19. The Type 597 "Jagdwagen" was a police vehicle.
 True
 False
20. The American racing sanctioning body, IMSA, stipulated what change to the 962 to protect drivers feet?
 Remove the front coolant radiator.
 Extend the tube frame to the front of the car.
 Push the front wheels forward.
 Breakaway pedals.
21. In 1994 Porsche scored its 13th outright victory at LeMans with a _____ entered in the GT category.
 930 Turbo S LMGT
 Dauer 962
 911GT1
 936
22. The PCA Junior Participation Program is only for 16 and 17 year old sons, daughters and specified relations of PCA members.
 True
 False
23. The special version "Weissach package" 918 will be offered without paint.
 True
 False
24. In 1956 Porsche's entered a _____ to claim the first outright victory in the Targa Florio.
 RS-60 Spyder
 550A
 718 W-RS Spyder
 Carrera RSR
25. A 911 with "body in white" refers to what stage in production?
 Assembly in the white building.
 Cars ordered painted white.
 No paint applied.
 None of the above.
26. The last racing achievement of Mark Donohue was breaking the closed-course record of 221.120 mph on August 9, 1975 at Daytona International Speedway.
 True
 False
27. Until the introduction of the Cayman R the _____ was the only road-going Porsche to carry an "R" on its decklid.
 1984 Carrera R
 1967 911R
 1972 911R
 1995 968R

28. Who said "Good design is the dominance of the whole over it's parts....."?

- Dr. Ferry Porsche
- Frank Lloyd Wright
- F. A. Porsche

29. The 1979 Porsche Indy experiment had a 935/72 engine installed in a modified _____ chassis.

- March
- Coyote
- Parnelli
- Lola



30. Pictured at the old Solitude race course, who is the Porsche racing driver beside the Type 718 W-RS Spyder?

- Sascha Maassen
- Lucas Luhr
- Patrick Long
- Manny Alban

31. The film Bullitt, known for the famous car chase between a Mustang and a Dodge Charger also featured what model Porsche?

- 356 coupe
- 912
- 911
- 356 cabriolet

32. The Sportomatic transmission introduced in July 1967 married a hydraulic torque converter to a Porsche 5-speed transmission.

- True
- False



33. Pictured above is the extremely rare, lightweight, 356 Pre-A competition seat.
True
False
34. Porsche factory's mainstay for hillclimb efforts in 1965, the "Ollon Villars" Spyder used wheels, tires and suspension pieces from a Elva sports racer.
True
False
35. The T-7 body styled by Butzi Porsche for the type 695 prototype had 2+2 seating.
True
False
36. By 1965 almost twice as many 912's were sold than 911's.
True
False
37. The race car with the lowest aerodynamic drag that Porsche was to produce is the _____.
907L
917LH
936
911L
38. Unfortunately an actual 917 was destroyed to film Steve McQueen's "shunt" in LeMans.
True
False
39. In 1984 Niki Lauda won the Formula One drivers title in a McLaren with a Porsche built TAG V8 engine.
a. True
b. False



40. Pictured is Bob Garretson who finish 6th at LeMans in 1981. What model is the car?
- 935K2
 - 936
 - 935K3
 - 956

In honor of Bruce Anderson the next ten General questions come from his responses to readers.

41. The real advantage of filling a passenger car tire with Nitrogen over Oxygen is that it _____.
- prevents oxidation on the wheel
 - prevents the rubber from turning brown
 - reduces pressure loss
 - costs less money to fill
42. In a sports car low polar moment is desired and achieved by placing the heaviest components (engine, transmission, fuel tank, major structural pieces) as close as possible to the outer edges of the car.
- True
 - False
43. To properly check the oil level on an air cooled 911 it is necessary to run the engine long enough to achieve 176 degrees F at which point the car should idle on level ground for _____.
- 30 seconds
 - 60 seconds
 - 1 minute
 - 2 minutes
44. Bruce Anderson recommends the following precaution to minimize M97 engine intermediate shaft (IMS) bearing failure.
- A. Change the oil and filter every 3000 -5000 miles.
 - B. Install a magnetic oil drain plug.
 - C. Remove the engine every 20,000 miles.
 - D. Both A and B.

45. Motor oils consist of two parts: the base stock oil representing 60% of the mix and additives the remaining 40%.
 True
 False
46. For cleaning Fuch's wheels Porsche recommends an acid-free cleaning product with a ph value of 10.
 True
 False
47. The largest electrical demand in the whole car is the starter.
 True
 False
48. As a rule, cars with a bad voltage regulator _____ the electrical system while car's with a bad alternator _____ the electrical system.
 undercharge overcharge
 overcharge undercharge
49. To test whether you have the correct silicon-magnesium "crush washers" when rebuilding your 911 engine the washer should compress when torqued to 15lb-ft.
 True
 False
50. "Carrera" is the correct spelling for the white color offered on 2011 Porsches
 True
 False
51. The 10,000th Porsche sports car built was a 1956 365A cabriolet.
 True
 False
52. All of the 1962 356 "twin grille" roadsters were built by _____.
 Drauz
 Karmann
 D'Ieteren
 Fisher
53. The first German-built Porsche was completed in the spring of _____.
 1949
 1950
54. The Carrera model up to 1959 was available as a _____.
 Coupe
 Cabriolet
 Speedster
 All of the above
55. What was the first year that cars with bumper overrider bars were exported to the US?
 1955
 1959
 1957
 1965

56. Detachable dashboards were carried over from the Pre A 356 to the 356A's.
True
False
57. With the T-2 series engines, Zenith carburetors were replaced with Solex carburetors.
True
False
58. 356-001 originally had cable operated brakes.
True
False
59. For 1962, the 356B was updated with a T6 body which moved the gas filler from under the hood to under a flap on the left front fender.
True
False
60. The coupe that served as an early factory test "mule" and presented to Professor Porsche on his 75th birthday was nicknamed _____.
Adrian
Ferdinand
Windhund
George
61. The 1964 356C utilized Zenith carburetors while the 356SC had Solex carburetors.
True
False
62. A 356A 1600 Normal engine had a black fan housing where the 1600 Super had a _____ fan housing.
red
silver
green
yellow
63. The first Stuttgart-built car, a coupe, completed by Reutter in December 1950 differed from the Gmund built cars in that the body was steel and not aluminum.
True
False
64. The Michael May 550 Spyder at Nurburgring in 1956 was unique because of it's _____.
paint
wheels
wing
exhaust
65. The Fuhrmann engine had two _____.
ignition coils
distributors
spark plugs per cylinder
all of the above
66. Window quarterlights were omitted on 356B's.
True
False

67. After Porsche took over Reutter in March 1964, the Reutter coachbuilders badge was no longer fitted to the front fender.
True
False
68. The Porsche approved fiberglass hardtop for the Speedster was built by the California firm _____.
Hobie
Devin
Glasspar
Dow Corning
69. The Hirth roller bearing crankshaft in the 1.3 liter motor consists of _____ pieces not including bearings and connecting rods.
20
10
2
13
70. A low brake pedal on a 356C could be caused by a loose or bad wheel bearing.
True
False
71. 356B production overlapped production of 911's and 912's.
True
False
72. The disk brakes on 356C's were supplied by _____.
Dunlop
Brembo
Raybestos
Alfred Teves
73. First samples of the Speedster built in the fall of 1954 used enamel paint instead lacquer.
True
False
74. The America Roadster had roll up windows.
True
False
75. In place of chrome plating aluminum cylinders on the Super 90 the bores were coated with _____.
Teflon
Ferral
Graphite
Biral

Tie Breakers

76. Installing small dowel pins on each side of the main bearing webs of an air cooled 911 engine is known as _____.
- dowel -pinning
 - shuffle-pinning
 - anti-skid
 - wasting money
77. 2012 marked Hurley Haywood's _____ start in the 24 Hours of Daytona.
- 50th
 - 25th
 - 40th
 - 10th
78. In 1961 Porsche began 356 roadster production at the D'Ieteren Brothers located in _____.
- Paris France
 - Paris Texas
 - Brussels Belgium
 - Heilbronn Germany
79. The 250,000th Porsche 911 was built in 1987.
- True
 - False
80. The hillclimb-derived 908/3 was built to specifically contest the 1970 Can Am series.
- True
 - False

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

I also have the quizzes and answers for the following categories:

Mid 911

964, 993

996, 997, 991

914, 914-6

924, 944, 968

928

Cayenne, Panamera

Boxster, Cayman

JANUARY MEMBERSHIP MEETING

El Tarasco's Mexican Restaurant

110 Fairfax Avenue (across the street from Trinity High School)

St. Matthews, KY 40207

Phone # 895-8010

**Monday
Jan 13
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! (January only)

Contact Ken Rabeneck @ 502.897.5449

