

Bluegrass Region Porsche Club of America

RUMBLE

October 2010





RUMBLE

October 2010 Vol. 8 No. 10

Table of Contents

3 Club Officers	12 And then there were three, three classic tracks that is By Jack Strifling
4 President's Message By Paul Elwyn	17 Spooky By Brad Smith
5 Board Minutes By William Glover	20 September social draws 28 enthusiasts
6 Officer/Director Nominations Welcome	25 Stuttgart Pilgrimage By Phillip Doty
7 Membership News By Tim McNeely	30 October 3 Louisville Concours d'Elegance
8 Calendar of Events By Mark Doerr	35 Technical: Reading our tires By Pedro P. Bonilla
9 Oct. 16-17 Charity Drive, Equestrian Games Event overview By Ed Steverson	

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- 11 ABRACADABRAgraphics
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**The Bluegrass Region
PCA Board of Directors
meets on the first
Monday of each month
at 6:00 p.m. to eat,
7:00 p.m. for business.
Members are welcome.
See the Calendar
for details**



President's Message



Celebrating good times, moving forward

Celebrating Good Times

The September membership meeting provided a relaxing evening with great food and conversation.

Twenty-eight people assembled at the home of **Larry and Julie Woods**. The club provided hamburgers, brats, soft drinks and paper products, and

and provided tickets at \$10. We enjoyed the pre-concours gathering at Wagner's Pharmacy parking lot and had a great time, especially once the sun emerged and the temperature soared into the 50's!

Dealer Liaison **Ed Stevenson** joined Cincinnati Porsche owners to lead a drive on September 25th from Porsche of the Village to Lexington by way of scenic roads as part of the World Equestrian Games opening ceremony activity for Porsche owners. See his overview in this issue of Rumble.

Also, see Ed's overview of this year's Charity Drive, set for October 16-17th.

Jim Brandon will be hosting another Tech Session at his garage on October 23. This time we will be changing brake fluid.

Moving Forward

We are in the process of nominating candidates for club board positions. See the notice on Page 6 for further information. You can nominate yourself or someone you think would be good on the board.

The Nominating Committee will present a slate of nominees to the board at the November board meeting, and we will present the board-approved slate at the November social, at which time additional nominees may be named by those attending the social.

The election will be held in December by way of ballots mailed to members.

This month's Rumble features contributions from **Jack Strifling, Phil Doty, Ed Stevenson, and Brad Smith**, along with our regular board contributors. When you have an

opportunity, thank these members for sharing with us their photos, insights and creativity. Rumble survives on the strength of member contributions.

With air temperatures falling and the weather becoming less amenable to sport driving, many of the Porsches in the club will be garaged.

I understand, of course, the wish to protect a car from winter conditions, but let's not forget that Porsches thrive on being driven. A wider range of Ultra High Performance All-Season tires now are available, offering secure footing in place of the summer tires that are not designed to grip in the winter.

So, I say let's continue to drive as much as possible through the winter. Cars age, after all, whether they are driven or stored, so you might as well enjoy the toy on the road, a much more satisfying relationship than that drawn from garage time. I say this even though I am one who is reluctant to take the 993 out into foul weather despite the fact that my car is well removed from show quality.

That said, I hope to see you on the road.

Finally, check the calendar and reserve Porsche event dates, such as the Oct. 16-17 Charity Drive, the Oct. 17th social, and the Oct. 23 Tech Session. The more you do with fellow members, the more bang you get out of your membership dues.

Let's Rumble!

—Paul



Above: Some of the club Porsches at the home of Larry and Julie Woods for the September membership meeting.

Larry grilled the meat.

Everyone, I think, had a lovely time, and we thank Larry and Julie for hosting this event.

If you missed the Louisville Concours d'Elegance, you missed a great show! About 43 Porsches gathered this year, including those owned by Bluegrass members **Robert McClelland, Ken Hold, Neil Fisher, and me. Ken Partymiller, Jim Brandon and Ben Prewitt** arrived in Ben's classic Jaguar XJ6 sedan.

Kentucky Region PCA Co-Activities Chair Steven Rountree invited us to join KYPCA in the Porsche in-field corral

BOARD MINUTES



William Glover
Secretary

**August 30, 2010
(September)**

Call to order 7:00 pm
We have a quorum.

Board members present: Paul Elwyn, Larry Woods, Jim Brandon, Mark Doerr, Tim McNeely, David Patrick, William Glover.

Members present: Maureen Elwyn, Mary Doerr, Ken Hold.

Minutes, June 8 & August 2:
Motion to approve Tim McNeely, Second Mark Doerr

Treasurer Report: Paul Elwyn presented report on behalf of Bob Lovejoy who was in China. Balance, 8/8/10, \$4948.75. Motion to approve David Patrick, Second Tim McNeely

- **Activities:**
Cars & Coffee, Ramsey's.

- September 19th Social, home of Larry and Julie Woods, meat provided, members to bring potluck dish and chairs
- Board meeting continues @ Bar Louie October 4th
- Womack charity Drive October 16th & 17th
- Membership meeting @ Bar Louie October 17, membership to vote on amendment to bylaws
- Other area Porsche events to be included in the Rumble to inform members of activities outside Bluegrass Region

President's remarks:

- Website has been updated by Chris Davis
- Need technical content for Rumble

Old Business:

- Discussion, Board action by Email Procedure, Motion to approve Article III G Amendment to the By-

Laws to include the following:

"At the discretion of the Board of Directors, business of the Board of Directors may be transacted by electronic transmission." Notification will be in the September and October Rumble and via the current PCA National Email list.
Motion to approve by Mark Doerr, Second by Tim McNeely

- Electronic board vote procedure draft discussed, to be revised for further discussion at the October meeting.
- Ed Steverson, or David Patrick if Ed declines, to chair Christmas Party tasks
- Same Christmas Party menu and financial commitment from the board as last year.
- The Nominating Committee of Paul Elwyn, Gary Hackney and Ed Steverson

have organized and are working toward presenting nominations for the November board meeting. Gary Hackney will chair the Election Committee with Jim Brandon and Ben Prewitt serving on the committee.

No new business.

Announcements:

- Paul Elwyn recognized Ken Hold for having coordinated PCA involvement in the August 21-22 Road America Porscheplatz. Ken provided an overview of the weekend.

Motion to Adjourn @ 8 pm by Larry Woods, Second by Tim McNeely.



Left: Michael Kennedy's 1981 911.



Right: Mark Doerr took a photo of the October board meeting in process at Bar Louie. Around the table are Jim Brandon, David Patrick, Paul Elwyn, Maureen Elwyn, Gary Hackney, Tim McNeely, Bob Lovejoy, Robert McClelland, and Ken Hold. The board normally meets in a side room, but a group meeting prior to our meeting needed more time, so we met in the open dining area. Food and drinks were provided at no charge to compensate for the scheduling conflict.

The Nominating Committee of the Bluegrass Region PCA welcomes nominations for officers and directors for 2011.

Any active member may nominate active members or may self nominate for seats on the Board of Directors. See the Bluegrass Region PCA Bylaws at <http://bgs.pca.org/about.asp> for more information regarding duties and terms of office for Board of Directors.

The following one-year positions are open:

President Vice-President Secretary Treasurer

Also open for nominations are **two seats**
for the **two-year position of Director at Large.**

Convey your nominations to a member of the Nominating Committee:

Paul Elwyn, *President*: paul.elwyn@gmail.com

Ed Steverson, *Vice-President*: ed@abracadabragraphics.us

Gary Hackney, *Immediate Past President*: ghackney@att.net

The Committee will announce nominations to the Board of Directors at the November 1 board meeting. Further, nominations from the floor from active members will be heard at the November 21 Membership Meeting.

Ballots will be mailed to active members on December 1 and must be returned by mail or by personal delivery to Election Chairman Gary Hackney by December 15.

Election results will be reported to the Board of Directors at the January 3, 2011 board meeting, published in the January issue of Rumble, and announced to the membership at the Annual Meeting to be held January 16, 2011.

Paul Elwyn, *President*
859-583-0205



Tim McNeely
Membership
Chair

MEMBERSHIP NEWS

One new member, 202 total membership

Signups are slow, only one new member this last month. Please join me in welcoming:

- Patrick Kenney of Lexington 1976 911S

- Clark Harrison 2005
- Trish DiSessa 2006
- Scott Brown 2007
- Tony Deguzman 2009
- Andrew Fultz 2009
- Gene Williams 2009

Our membership is at 120 Regular Members and 82 Family & Affiliate Members, making our total membership 202.

—Tim

Also, please recognize the following Member Anniversary dates:

- Brad Smith 2002
- Rod Johnson 2004
- Julie Lisle 2004
- Herman Tudor 2004
- Glen Boens 2005

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CALENDAR OF EVENTS

OCTOBER

October 9, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road. For more details contact Paul Elwyn 859.583.0205

October 17, 2009: Fall Charity Drive to Grayson. Fund to be donated in memory of Glenn Kelly. See Ed Steverson's overview, Page 9.

October 17, 2010: Membership Meeting, Bylaws Amendment Vote, Porsche Museum Slide Show 5:30pm, Location Bar Louie. For more details contact Paul Elwyn 859.583.0205.

NOVEMBER

November 1, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Bar Louie. For more details contact Paul Elwyn 859.583.0205.

November 11, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road. For more details contact Paul Elwyn 859.583.0205

November 21, 2010: Membership Meeting, Board nominations 5:30pm, Bar Louie. For more details contact Paul Elwyn 859.583.0205.

DECEMBER

December 2, 2010: Possible date for Lighting of the Distillery, Buffalo Trace, Frankfort. 5:30pm . Meet at McDonald's at Brighton Shopping center at 5:15. For more details contact Ed Steverson for details 502-320-2655

December 6, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location TBA s. For more details contact Paul Elwyn 859.583.0205.

December 11, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road. For



Mark Doerr
Activities Chair

more details contact Paul Elwyn 859.583.0205

December 12, 2010: Christmas Dinner and Membership Meeting. Time TBA. Firebrook Clubhouse. For more details contact Paul Elwyn 859.583.0205

For the website: Send a photo of your car, year/model to paul.elwyn@gmail.com

Bylaws amendment vote at October 17th Membership Meeting 5:30 pm, Bar Louie, Lexington Green

The Board of Directors at the September meeting approved wording for bylaws amendment:

"At the discretion of the Board of Directors, business of the Board of Directors may be transacted by electronic transmission."

A majority of members present will determine vote outcome.

Questions? Contact Paul Elwyn, 859-583-0205 or paul.elwyn@gmail.com

Cars & Coffee



9:00-10:00 a.m.

**Enjoy
breakfast and
tire kicking with
Bluegrass Region**

October 9th at Ramsey's Diner, Harrodsburg Rd.

Bluegrass Region Charity Drive, *drag racing* set for October 16-17



**Ed
Steverson**

October 16 and 17th we will once again carve out some the best Bluegrass driving roads while enjoying the beautiful fall colors of Eastern Kentucky.

This much anticipated event will be jointly hosted by Steve and Ann Womack, Bob Coleman, and myself. We will start our day at Bob's home located at 2141 Winning Colors in Lexington (see Google map below) with danishes and beverages. From there Steve will lead us on our drive. There will be a stop for lunch and just before we end our day at

Womack's East, we will have a pit stop and do some drag racing!

Yep, you read that correct drag racing! Don't be too concerned. We will be at The Womack's private air strip.

Saturday evening will conclude with a marvelous dinner at the Womack's. Don't forget your swimming gear as there is an indoor pool. For those that are interested in staying in Grayson for the evening, there will be some rooms available at the Womack's as well as there are two close hotels. The Guest

House Inn (606)474-0000, and Days Inn (606) 475-3224.

If you are interested in staying at the Womack's, please contact Ed Stevenson 502.320.2655 or ed@abracadabragraphics.us

Sunday morning we will have breakfast and then continue our Eastern Kentucky drive concluding mid afternoon. This is my do not miss event every year! The mountains are beautiful in color and the Womacks are wonderful hosts.

Oh yea, with all the excitement I neglected to mention,

this is the Bluegrass Region's 2010 charity drive. All proceeds will benefit the Humane Society. If you cannot make the drive but wish to contribute, please contact me at the number above.

Please RSVP by October 13.

Looking forward to a wonderful weekend.
Drive it,

—Ed

Four Rose, Three ales, Two Porsches, and a good time at the Equestrian Games

"Four Roses, Three Ales, Two Porsches and a Good Time at the Alltech FEI World Equestrian Games Grand Opening Ceremony"

I was invited to participate in a really cool event. Bruce Harnish with Porsche of The Village invited me and a guest to their "Four Roses, Three Ales, Two Porsches and a Good Time at the Alltech FEI World Equestrian Games Grand Opening Ceremony".

My eldest daughter, Jenna, and I went to Cincy on Friday, had dinner with Bruce at an excellent Restaurant called

Quarter Bistro and stayed the evening at the Hotel Mariemount. This hotel was built in the twenties and they have kept the historic charm after all these years, a very nice place to stay if you are in the area.

Saturday morning started out with coffee at the dealership and a caravan to Lexington Country Club where we met up with other BGR members for breakfast and mimosas.

From the club we traveled to Four Roses Distillery in Lawrenceburg, took a tour and sampled their bourbons. Following

our sampling, I led us on a historic countryside drive that found us on Old Frankfort Pike and ending up at Alltech Brewery for another tour and more sampling.

At the end of the afternoon we went to the Hilton to enjoy some more hospitality from the Village and then boarded a bus to the Horse Park to view the opening ceremonies of The World Equestrian Games.

What an event it was! My seats were excellent! 10th row straight back from the stage. The ceremonies really represented the Bluegrass State well.

It was like a red carpet event. I saw Ted Turner, John Calapari, Governors Brashear and Jones, Wynona Judd, "The Greatest" Muhammad Ali, and even William Schatner was beamed up for the event. The talent was awesome, and lasted for around three hours.

We were very happy to attend this world class event and want to thank Bruce Harnish and all at Porsche of the Village for inviting us. It was an excellent time!

—Ed

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trips, complete with straps. Special BGR rate \$50.00 per day. Contact Brad Smith 502-

320-2756 or
Ed Stevenson 502-320-2655

Huber Winery Tour Oct. 9th

October 9: Kentucky Region PCA 10th Annual Drive to Huber Winery.
Meet at Dairy Queen on Bluegrass Parkway/I-64 next

to Bachman VW at 11:30 am to caravan, or join everyone at Huber winery for an afternoon of food and music. Contact Kentucky Region

PCA Activities Chair Steve McCombs for more information: 502-558-0306.

Brake bleed technical session

October 23 10 am to Noon

Jim Brandon's Garage

101 Country Lane, Georgetown

Brake bleed demonstration
followed by brake bleeding of member cars

Contact Jim Brandon to schedule your car for a brake bleed:
jb993@roadrunner.com or 859-619-5917

Directions to be posted on Chat



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And then there were three, three classic tracks, that is



Fresh off the trailers are Bluegrass Region club racers #17 owned by Chris Martin and #87 owned by Jack Strifling.

By Jack Strifling

With photography by Chris Martin and Philip Martin

Showing up for a gunfight at this big, bad, mid-West track with no prior seat-time was a little daunting. So needless to say, the decision on whether or not to spend a little extra money on the Friday pre-race "Test & Tune" was an easy one.

After a few years of participating in DEs mostly at Mid Ohio and Putnam Park, Chris and I decided to take the next step.

We had Danny at Paul's Foreign Auto fabricate and weld full roll cages into our '80s 911s and we began club racing with PCA in late 2008 and early 2009.

Since then, we've been fortunate enough to race not only at Mid Ohio and Putnam, but also at Road Atlanta and Carolina Motorsports Park (CMP) near Camden, SC.

Mid Ohio and Road Atlanta are, without a doubt, on the short list of historic North American road courses. But for this part of the country, we felt like there were three more big tracks that would be high on anybody's list: Watkins Glen, VIR, and of course Road

America.

Unfortunately the Watkins Glen race falls only two weeks after our "home" race at Mid Ohio. The VIR race is held in June with temperatures approaching 100 degrees in southern Virginia. But Chicago Region's "The Road America Challenge" (TRAC) falls nicely over Labor Day weekend.

Chris and I decided that this was going to be the year to test our nerve against another one of the truly great tracks.

Road America was built in 1956 and is located in picturesque Elkhart Lake, Wisconsin (pop. 1021).

The track is a 4 mile long monster road course with 14 turns. It is also one of the fastest tracks in the country with 3 long straight-aways that reward horsepower and big brakes.

Many race cars are able to approach "top speed" here which is uncommon for a road course (as opposed to an

oval). Classic named turns include the Carousel, the Kink, and Canada Corner. Road America hosts races with ALMS, IMSA, Grand-Am, SCCA, PCA, NASA, and even NASCAR.

TRAC is one of the biggest races (along with Sebring and Watkins Glen) on the national PCA schedule. This year was no exception with 170 competitors registered (plus 130 DE drivers).

Showing up for a gunfight at this big, bad, mid-West track with no prior seat-time was a little daunting. So needless to say, the decision on whether or not to spend a little extra money on the Friday pre-race "Test & Tune" was an easy one. To make matters even more unnerving, there was a staggering 30 cars signed up in our race class (Stock E) alone!

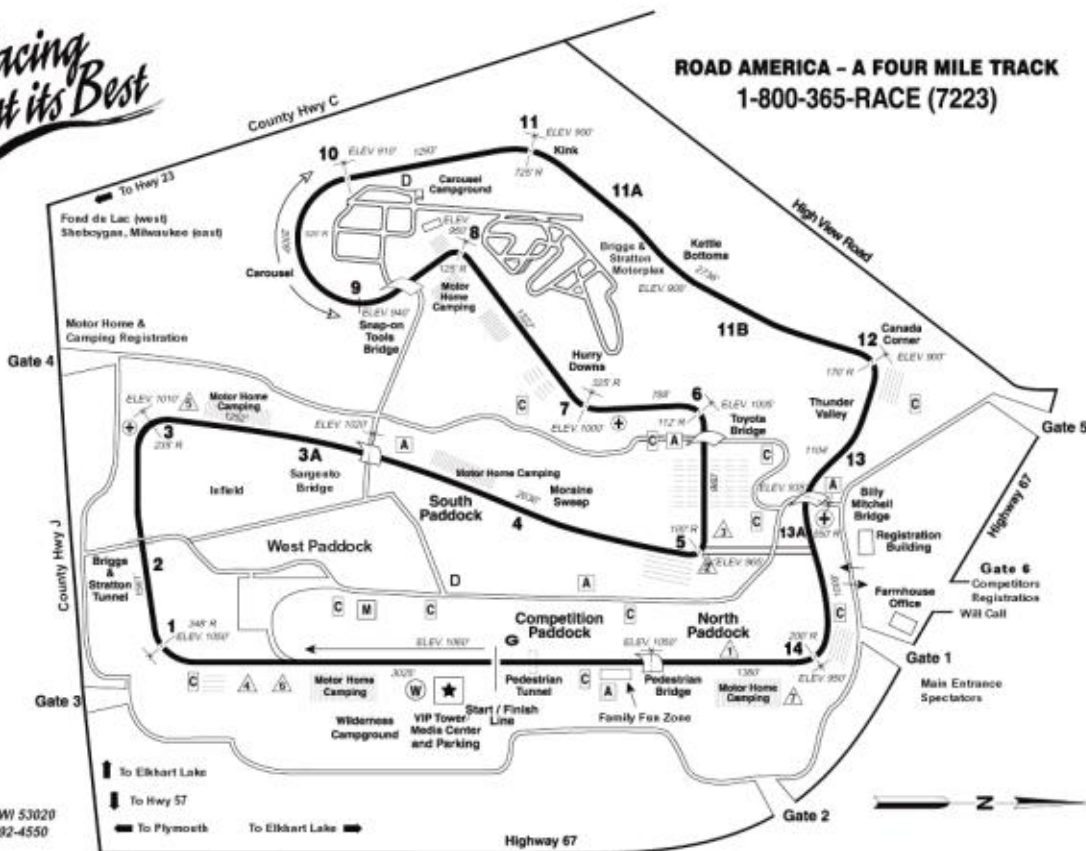
Chris and I arrived at the track early Thursday night. After

KEY

- A Apparel Shop
- C Concessions
- D Motor Home Waste
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- Grandstand
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The Kink immediately follows and truly separates the men from the boys. No doubt this corner eats more cars than any other turn in the country, and it has the crash marks on the concrete and armco walls lining both sides of the track to prove it.

driving through the gate, the road takes you through a tunnel that goes beneath a section of track between Turns 13 and 14. It was pretty cool.

When we got out of the car, we could easily see the huge uphill sections on the front straight and between Turns 5 and 6. I was intimidated before I even got the car off the trailer.

Well, Road America certainly lived up to its reputation. Friday was cold, windy, overcast, and with a few light showers. I was as excited (and terrified) during the first session as I was during my very first session as a green DE student at Road Atlanta years ago.

The front straight is very long but over half of it is uphill. Turn 1 is a classic fast right-hand sweeper. Turn 3 follows and has the first of many tricky downhill braking

zones. The next straight is also long and wanders down towards Turn 5. The approach to Turn 5 is probably the wildest section of any track that I've driven. It's very fast, it's bending towards the left, and it's downhill.

You stand on the brakes, downshift two or three times, and hope that you've slowed your car down enough

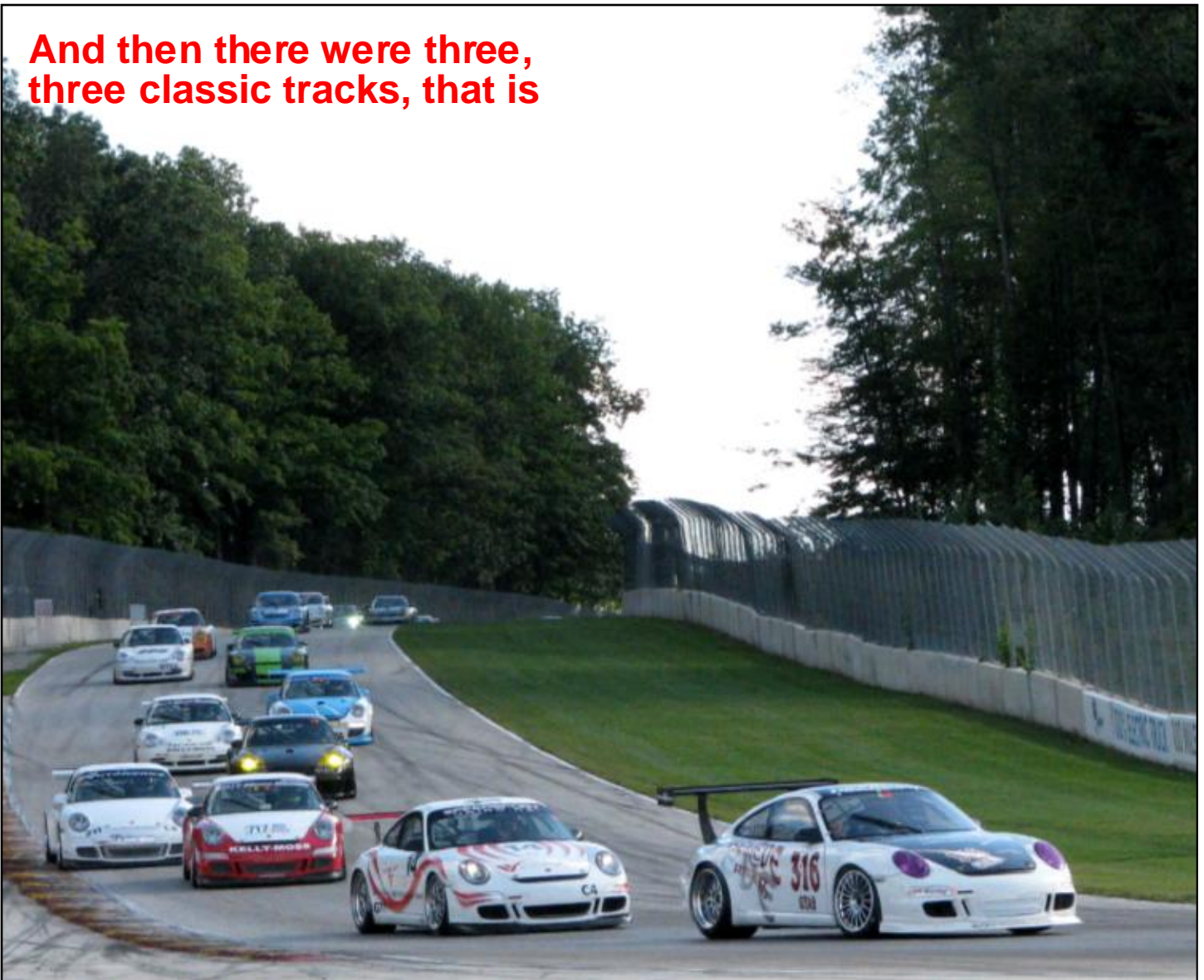
to make the tight left hand turn without spinning. The middle sector of the track is defined by the Carousel and the Kink. The Carousel keeps turning and turning and turning. And for me at around 80 mph.

The Kink immediately follows and truly separates the men from the boys. No doubt this corner eats more cars than any other turn in the country,



Factory 993 RSR

**And then there were three,
three classic tracks, that is**



**Above: Cup cars coming
down from 170 mph.
Left: Jack Strifling leads
his nemesis from the
weekend through Turn 6.**

Photos by Philip Martin

and it has the crash marks on the concrete and armco walls lining both sides of the track to prove it.

Some drivers (and cars) can take it flat out. Not me. Not even close.

The final sector contains the

difficult Canada Corner followed by the flat out Billy Mitchell Bend followed by the very important final Turn 14 that leads back to the long front straight. It's quite a 4 mile journey.

The day was overall a lot

of fun for both Chris and me. There are few things in club racing like going to a track such as Road America for the first time.

Each session we were able to chisel away at our lap times while getting more and more

And then there were three, three classic tracks, that is



Above: 356 Continental downtown on Saturday night. Right: Chris Martin (#17) attempts to pass friend and fellow E Class driver Gregg Lewis in Turn 5. Below: Car show in downtown Elkhart Lake.



ing to stay out of trouble.

Saturday night was the downtown Elkhart Lake concours and party at Seibkens bar. Main St. was closed off with dedicated parking for Porsche street cars, race cars, and true concours beauties. We saw everything from a 356 Continental to a 997 RSR. The after-party at

Siebkens was also a lot of fun. All of the greatest racers from the last 50 years have enjoyed a drink in that classic small bar.

Sunday was qualifying and the 40-minute Sprint race. Qualifying went well as I was able to get in a fast (for me) lap on my 4th lap out. The Sprint race was also a blast without too much drama. I had

comfortable at a track that can make even veteran racers very uncomfortable.

Saturday included more prac-

tice sessions followed by the "Fun Race." Chris and I were able to take some green flag starts while still manag-





Chris Martin (left) and Jack Strifling at the famous Siebkens Bar.

**And then there were three,
three classic tracks, that is**

a pretty good start and gained some positions on the way through turns 1 and 3 but later suffered some brake fade towards the middle and end of the race.

Chris and I certainly didn't turn any blistering lap times but luckily our cars survived and came home in one piece.

The weekend took its toll on many of our other friend's cars. Two transmissions, an engine, and a broken CV joint were among the casualties that we knew about in our class alone.

TRAC proved to be a race weekend that is not to be missed. Chicago Region PCA did a fantastic job organizing such a huge event. The 10-hour tow each way was certainly worth it and hopefully we can make it back again next year.

Thanks to our buddies Amy and Doug Crossman, Chip Henderson, Gregg Lewis, John Haas, Mike Walsdorf, Fred Constantineau, and David Brumfield for helping make it such a great holiday weekend.

And then there were two!

—Jack Strifling

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Spooky

By Brad Smith

Murphy's barking and scratching at the Kitchen door woke me.

The clock said 2:00 A.M.. I threw on a robe and opened the door to my garage and flipped on the light. There sat my trusty 911 and "Black Beauty," my '59 Convertible D, 356 A Super; my car for the past 44

years.

Murphy ran in and started barking and dancing around the 356. I walked around the 356, opened the passenger door and immediately smelled the richness of leather combined with a faint odor of gas and oil. Murphy leaped into the passenger seat.

I hadn't driven her for six months having used the 911 as my everyday car. She just sat



Spooky

there in the garage like an ignored second-hand rose.

I opened the driver's door, crawled into the seat and looked over the dashboard. Looking down, I saw the key in the ignition -- hmmm - don't ever remember leaving it there.

I pulled the headlight switch and was surprised to see full lights. For the hell of it, I turned on the ignition, flipped on the secondary six-volt fuel pump and let it do its "clicking" while it primed the Zenith carbs.

I turned the key one more notch and was surprised the engine turned over with ease. I again cranked it and was shocked that it burst to life. Damn - Houston, we have ignition.

Not wanting to asphyxiate Murphy or myself, I got out and

opened the garage door (I could see the headlines now -

"Double Homicide - Deranged Lawyer Kills Dog and Commits Suicide by Carbon Monoxide").

K-e-e-rist, it was cold outside. I was thankful I thought to bring in my brass monkey this frigid February night.

Got back in the car - checked the instruments - rpms at 800 (good) - oil pressure fine - generator working - no strange noises. What the hell, I'll drive it around the block.

Seemed to be running fine - better yet, think I'll take a spin for three miles up the East-West Connector in Frankfort. Got to the end of the Connector, and thought - why not, let's turn right and drive one more mile and hit I-64 West to the first Frankfort exit and go home. In for a penny - in for a

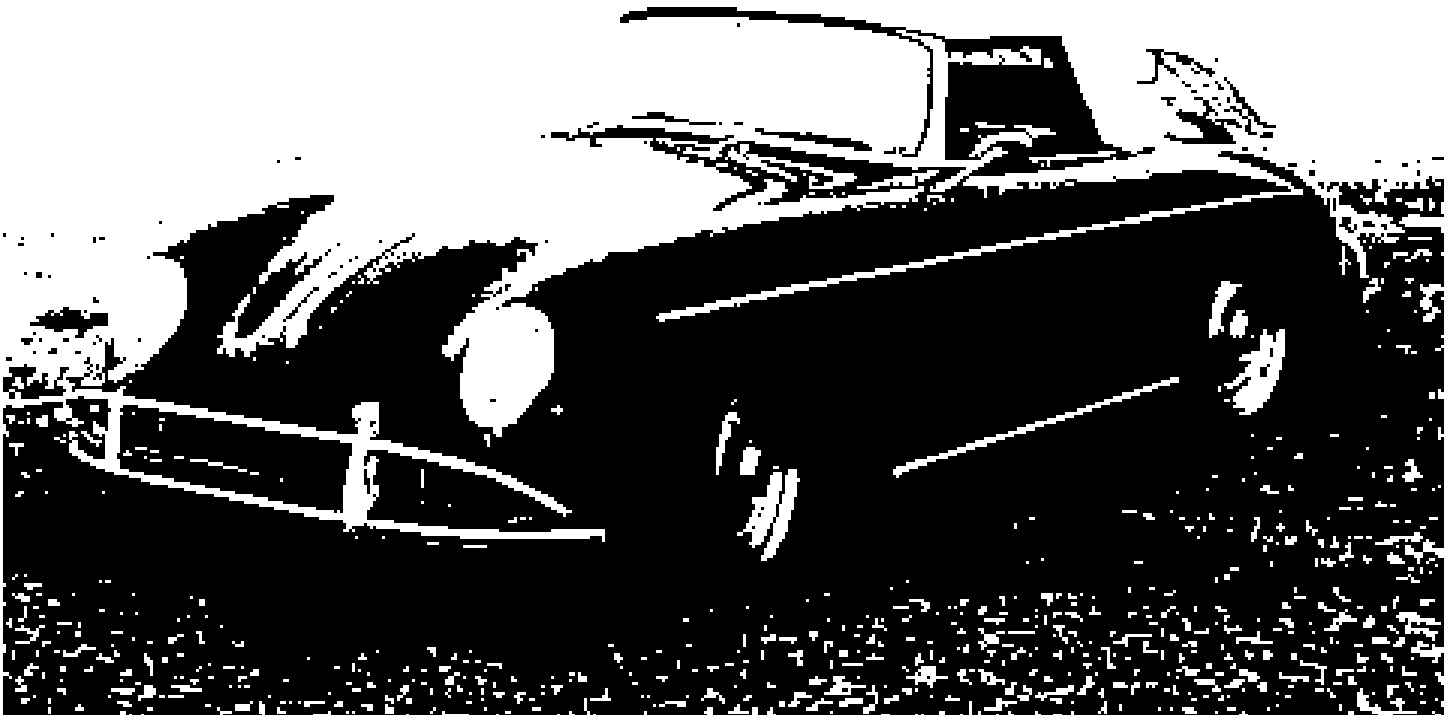
pound.

Hit I-64 West with no traffic in sight. Five miles to the Frankfort exit. Ran her up to 3500 rpms & hit 70 mph. Temperature in the green zone - car sounding strong and purring right along.

Then it hit me like a thunderclap: Here I am at 2:30 A.M. driving a 1959 automobile - no drivers license, insurance card, Triple A card, or other ID on me - no cell phone - dressed in my Mickey Mouse PJs with a beat up bathrobe and my house slippers with their superman logos on them - grey hair askew & my teeth still sitting in the bathroom.

Then it hit me like a thunderclap: Here I am at 2:30 A.M. driving a 1959 automobile - no drivers license, insurance card, Triple A card, or other ID on me - no cell phone - dressed in my Mickey Mouse PJs with a beat up bathrobe and my house slippers with their superman logos on them - grey hair askew & my teeth still sitting in the bathroom.

Spooky



If I get stopped or this sucker craps out on me, how in the hell am I going to explain this madness? I can see the headline now - "Unknown geriatric man taken into custody - taken to Eastern State for evaluation - dog saved and given loving home to foster parents" - to quote Officer Hensley of the State Police, "pitiful case of dementia".

O.K. Miss Beauty, don't fail me now. Looked over at Murphy. He's sitting there grinning like a possum eating poop.

Watched the mile markers crawl by at 70 mph - reminded me of Gordon Lightfoot's song "The Edmond Fitzgerald" - when the minutes turned into hours.

With the grace of God & the luck of an idiot, I made it home.

I pulled into the garage, shifted into neutral, let the engine idle for a few moments, ran the rpms up to 2500s and shut her down. Putting my head on the steering wheel, I gratefully thanked the Good Lord for this deliverance.

Spared by the fickle finger of fate again!

I got out of the car and closed the garage door. Let Murphy out who immediately thanked the Beauty by peeing on the back right wheel. Walking to the door I turned to look at both cars before turning off the light.

I glanced once again at Black Beauty, -- and for a fleeting moment, I could have sworn the damn thing was smiling - Spooky.

—Brad Smith



September 19th membership meeting hosted by Larry and Julie Woods draws 28 enthusiasts

Attending were Michael Kennedy, Lee and Betty Wegener, Dan Puchalski and Maria, Jim Brandon, Robert and Denise McClelland, Ken Partymiller, Mark and Stella Kid, Mark and Mary Doerr, JW and Ledlie Wilson, David and Patricia Patrick, Ken and Adell Hold, Ben and Gail Prewitt, Jamie Donaldson, Herman Tudor, Ken Slone, Paul and Maureen Elwyn, and our hosts, Larry and Julie Woods.

September 19th membership meeting hosted by Larry and Julie Woods draws 28 enthusiasts



September social draws special cars, including one from Porsche's roots

When Porsche enthusiasts gather, the cars they drive to a social may not be one of their Porsches but something else in their fleet, such as the Sunbeam in which Dan Puchalski and Maria arrived, the BMW M5 driven by Lee and Betty Wegener, or the Volkswagen driven by Michael Kennedy.

Although Michael also owns an '81 911 coupe and a '77 911 Targa, he has driven this VW since high school days, for 50 years.

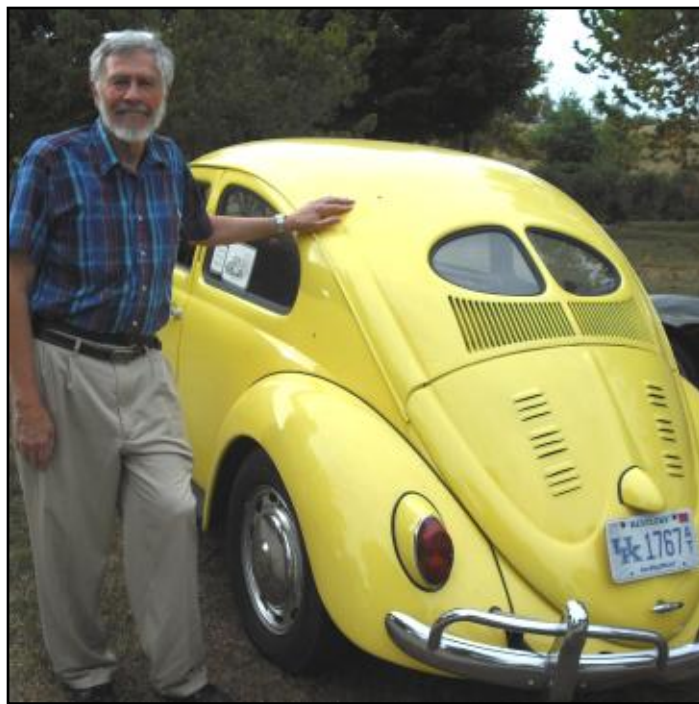
Through the years Michael has transferred the body to a

'55 pan, and later to the current '67 pan, and he replaced the original 24 hp engine with the current 70 hp unit.

The interior isn't entirely original, the front fenders are from a '67 model and the doors from a '55, but the distinctive '47 split rear window and engine lid, along with front bumper plate, identify this unusual German classic that dates back to the roots of the Porsche dynasty.

See the VW ad on Page 23 featuring Michael and his car.

—Paul Elwyn





Mr. Kennedy and his 1947, 1955, 1956, 1958, 1961, 1962, 1963, 1965 Volkswagen.

As long as Michael Kennedy can remember, there's always been a bug around the house. In all, he barely has owned about 15 VWs (give or take a few dums and undies). So when Mr. Kennedy decided to buy one for himself, he knew enough about it to have a little fun.

He bought the body of a '47 VW and the chassis of a '55 VW. And put them together. That he added a '55 engine, '55 doors, '56 seats, '55 bumpers, '51 tail lights, a '52 hood, a '63 front end and a '55 transmission. Plus a few more odds and ends. The 15 years' difference between the oldest part and the newest part didn't

make any difference. Many VW parts are interchangeable from one year to the next. (So there'll never be any part we can't replace is a hurr.) If you'd rather not buy a VW the do-it-yourself way, don't worry. At no extra charge, we'll do it ourselves.

A SMALL VEHICULAR ENTERTAINMENT

our cars different from each other and different from year to year." The concept of planned obsolescence was enunciated by Charles F. Kettering as long ago as 1932: "The simplest way to assure sale production is to keep changing the product—the market for new things is indefinitely elastic. One of the fundamental purposes of research is to foster a healthy dissatisfaction." As it turned out, the high cost of replacing body dies and tooling prevented the marketing of an all-new car every year. But it could be afforded every second or third year, and in the interim years changes in trim and brightwork would maintain the illusion and speed the artificial aging of existing cars.

[. . . There's an agency policy that says Don't talk down, don't pander. There is such a thing as a twelve-year-old mentality, but all the people who have them are six years old. We try to follow this in every product category. We do a thing for Sara Lee cakes and say, Everybody doesn't like something, but nobody doesn't like Sara Lee—doing a language inversion that almost doesn't bear up under logical scrutiny. But it's still not like saying Don't Risk Missing This Limited Offer, or Hey! Wow! Delicious!]

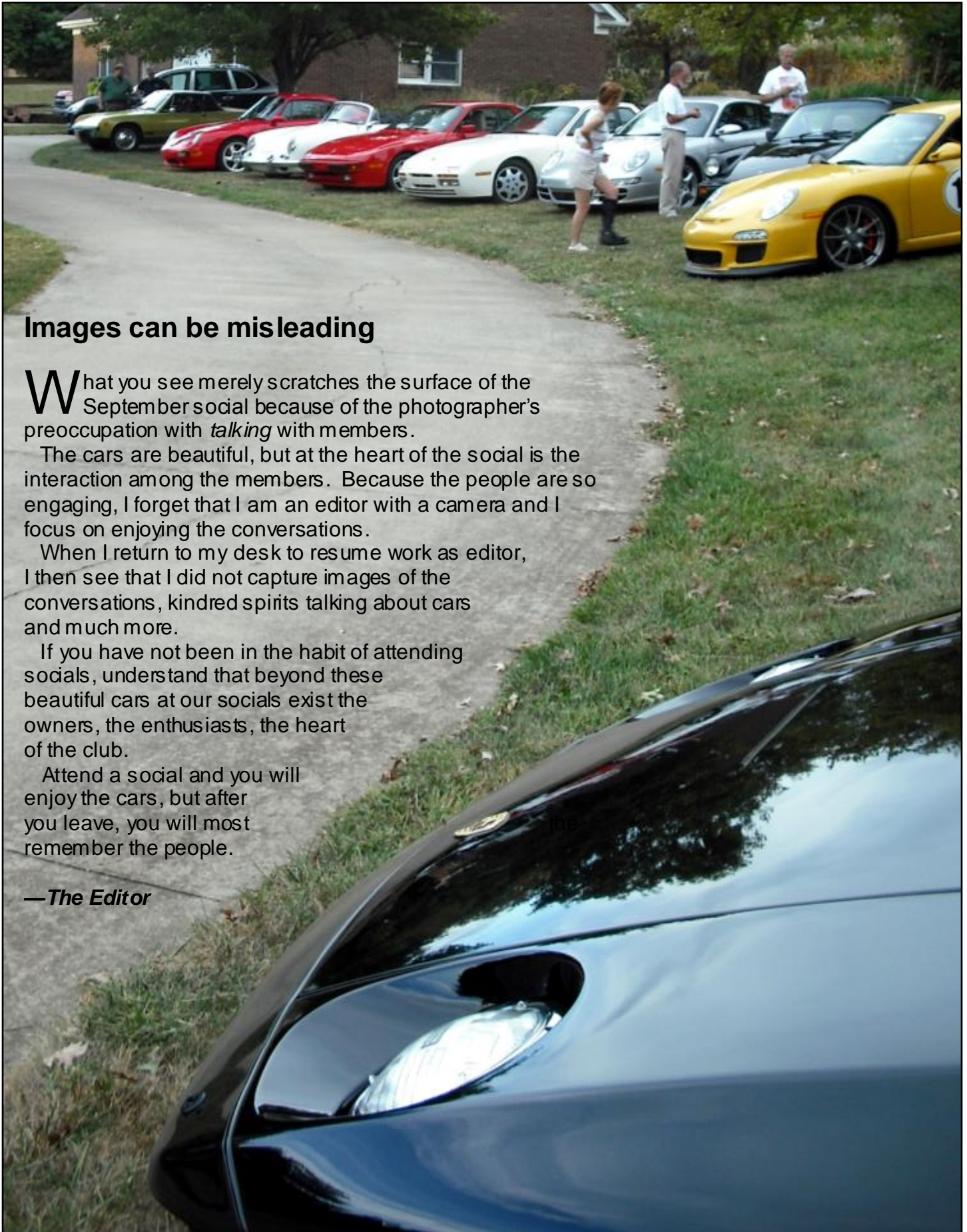
As early as 1961 it became evident that a fundamental difference marked Volkswagen advertising from conventional auto advertising, a difference arising in major part from the machinery itself.

25

This Volkswagen ad appeared 40 years ago in *Life* and *Look* magazines as well as in the book, *Think Small; The Story of Those Volkswagen Ads* by Frank Rowsome Jr., S. Greene Press, Brattleboro, VT, 1970.



Michael Kennedy's 1981 911



Images can be misleading

What you see merely scratches the surface of the September social because of the photographer's preoccupation with *talking* with members.

The cars are beautiful, but at the heart of the social is the interaction among the members. Because the people are so engaging, I forget that I am an editor with a camera and I focus on enjoying the conversations.

When I return to my desk to resume work as editor, I then see that I did not capture images of the conversations, kindred spirits talking about cars and much more.

If you have not been in the habit of attending socials, understand that beyond these beautiful cars at our socials exist the owners, the enthusiasts, the heart of the club.

Attend a social and you will enjoy the cars, but after you leave, you will most remember the people.

—The Editor

Stuttgart Pilgrimage

**Text and Photos
By Phillip Doty**

Pilgrim: (noun): One who travels to a sacred place, to worship. See “pilgrimage.”

I recently took a “pilgrimage” to Stuttgart and saw the Factory, the Porsche Museum, as well as the Mercedes Museum. All this started when Delta SkyMiles emailed me that they would be canceling my miles in March of 2011.

I quickly ran the numbers and determined that I could fly round trip to Stuttgart for free, using my SkyMiles.

I then emailed the PCA contact at the Factory, Paul Gregor, with whom I had discussed this “dream” at Parade in St. Charles, this summer. He promptly emailed me information about the Factory tour, as well as the Museum, and ad-

vised late September would be good time for him and Sandra Meyr to meet me.

The flight to Stuttgart, like all things Delta airlines, runs through Atlanta. The transatlantic portion was surprisingly fairly uneventful. I arrived in the morning to cool sun shine as we walked from the plane to the terminal, which is close in size to Bluegrass Field. Since I had studied the available information about the train system in Stuttgart, had Google mapped the area, and had taken two years of German at UK, I made the trip to the recommended Hotel Achat near the Factory and Museum with no problem. After checking in, I traveled to downtown Stuttgart and took in the sites of a very old, but very unique city.

The following morning, after a large Swabian breakfast in the hotel restaurant, I arrived at the

Museum. The entrance fee is 4 Euros or about \$5.40 for those over 60. Immediately upon entering, you are overwhelmed with the “whiteness” of the facility: White walls, white tile floors (!) and empty white walls. A single escalator takes you to the first level above. But, it climbs over two stories, as the main halls are three and four stories above you. The ride up takes a while, and as you ascend, slowly, you catch views of Porsches here and there. First impression is that you are being taken to “heaven,” as it is sooo long. (Yes, the analogy is valid...)

Your first arrival is at the “Ferdinand Porsche” area which discusses and showcases his early design work for other companies (Auto Union, Daimler, others) before 1948.

The first recognizable image that greets you is a reproduced, hammered body shell of the Type 64 Berlin to Paris coupe. By itself. In raw metal. Glistening. Mouth dropping. From there, you move to the exhibits of cars that he produced, including the Volkswagen, then nearby is “Number 1.” The first Porsche produced in Gmund Austria in 1948, after the Professor and his staff had relocated there to avoid heavy Allied bombing in Stuttgart. A silver, mid-engine, four cylinder open cockpit unit. Unassuming, but so critical to the development of the company. Touchstone for what happened later.

Moving in a left hand motion, you turn to see a series of 356s on the wall. Each is a distinct version, and the history of that model is frankly somewhat understated. Then, you see a series of race cars, one next to the other... This is the “Lightness/Targa Florio” section, dedicated to the idea that lighter race cars win more races, and invoking the name of that Sicilian race course.

PorschePlatz: Railway station identification sign outside the Porsche Museum in Stuttgart.

Photo by Phillip Doty



Stuttgart Pilgrimage



White-on-white-on-white entrance to the Porsche Museum.

Photo by Phillip Doty

The cars, all open wheel versions, appear as if they were being “gridded” for an upcoming race. One was a 550 Spyder, the other was a Berg Spyder (mountain racer). One display case is fascinating, as it shows the ingenuity of the German engineers as they strove to remove as much weight as possible from the cars. For example, light balsa wood is used for a gear shift knob. A driver’s custom shoes are stitched in very thin leather, weighing mere ounces. Wheels are cast in hollow format, weighing only a few kilograms. One display is that of a fuel cell that is pressurized to remove the need for a heavy fuel pump in a mountain climb car, which needs only a few minutes of fuel.

One display is that of a fiberglass body for a 904. It weighs so little a average man or woman could lift it up by themselves. It is suspended from the ceiling by thin wires, so that it appears to be floating. The lighting on it makes it resemble a UFO.....

All of the cars are on the ground level, no protection from the vast numbers of “unwashed” visitors. Yet, in the nearly eight hours I was there, I

never once saw anyone touch any of the exhibits. This is hallowed, sanctified, ground, it seems and the “aura” of the place transcends the idea that this is just some sort of display of old cars.

The next theme is “Cleverness” where the engineers’ work is highlighted. This

is the area where design studies are shown, such as a four-person, stretched 911 on display, next to the Panamericana model (No, not the Panamera, recently introduced.)

This is the one-of-a-kind 911 model given to Ferry Porsche by the Factory for one of his birthdays, but is a design study of new ways to wrap a 911.

I liked the Porsche crest that was cast into the tire tread of the car. Not something to see at your local tire store.

“Speed” (well, what did you expect?) is the next exhibit area. Here the LeMans winners are highlighted. Lots of them are highlighted. These are the actual 16 overall winners of the 24-hour race in France. No imitations accepted here. The real thing, folks. Mesmerizing.

The side bar is on aerodynamics. Even in the early days, the factory realized that aerodynamics WERE critical to win-

Another view of the “Lightness/Targa Florio” display of open cockpit race cars in the Porsche Museum.

Photo by Phillip Doty



Stuttgart Pilgrimage



LeMans racewinning Porsches on display at the Porsche Museum in the “Speed” area.

Photo by Phillip Doty

ning, even the long distance races. One unusual display has a 956 race car mounted upside down on the ceiling of the display area. Why? To illustrate that, theoretically at least, if it were to travel over 350 kph, the down force, which the designed aerodynamics created, would be enough for it to stick to the ceiling.... Never was tested, to my knowledge.

“The Making of a Porsche.” Need a rest? Take it here among the bench seats. This is an area where you can see sev-

eral current 911 models that have been cut, longitudinally, to illustrate design studies, as well as a fascinating study of the assembly of cars, from the front bumper, through the engine and transmission. Weird autopsy type display.

“Strength.” (The 917 era display.) Six 917s in a display, from the test mule to the famous Mark Donohue 1000 horse-powered Porsche+Audi monster, dubbed the “Blitzkrieg” collection by the English-speaking press. Here, a

computer directed light show highlighted press statements made during the reign of this supercar, which was ultimately eliminated from competition by rules makers complying with whinning from the competitors that the 917 had decimated on the track.

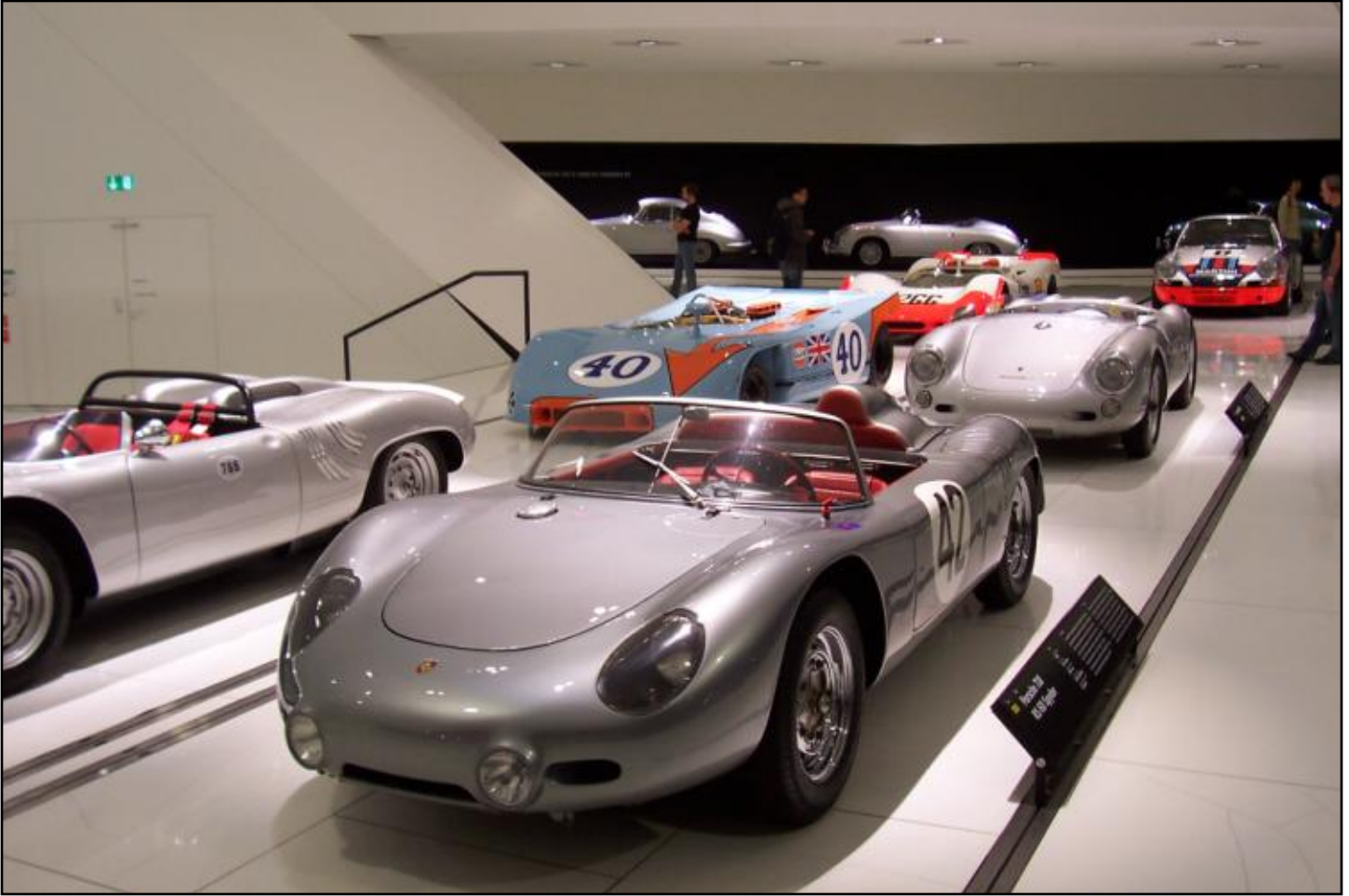
Adjacent to the 917 collection is the “Porsche Engineering” display, showing only a very few of the designs on which Wizards at Weissach have worked. Yes, there is the Harley Davidson “V-Rod” mo-

torcycle for which Porsche straightened out the cylinder head design, when the bearded guys in Milwaukee could not make it work any better....

Near this is a series of cut down Porsche engines, showing the intensity of the engineering. This of course, leads to the next area, “Intensity,” which highlights only a very few of the 28,000 of victories won by the factory and drivers of its cars.

The final level is the 911 Turbo display in the area known as “Evolution.” Several

Stuttgart Pilgrimage



Open seater Porsche race cars in the “Lightness/Targa Florio” display area in the Porsche Museum.

Photo by Phillip Doty

models were on display, but I found the display to be lacking in the intensity of the other displays. Sort of an afterthought.

At the very top is a “shelf” that runs from one wall to the next. On it are a 911 with an Australian hand painted design on its shell, a 911 Polizei car, a Porsche tractor and a 914. Like the 911 Turbo display, lacking in something worthwhile to say.

At this point, the visitor is open to revisit any exhibit that attracts him or her. I took the escalator to the first floor for coffee and apple strudel. Next to this area is the Factory repair

shop that oversees the preparation of the exhibits, the preparation of them for outside exhibits, such as Daytona, the Goodwood Exhibition of Speed in England, and elsewhere.

Clean? Uh, yeah, like a surgery room before they start cutting on you... Even the mechanics’ roll-around tool boxes (think the typical red Craftsman brand rollaways for us American) and even work benches, are all white. Floors are gray tile. Spotless. When the 911 on which one mechanic was working started leaking fluid, the spot was quickly loaded with a

pile of cloth to absorb it. I came back later and it was as if it never had leaked.

I went to the Museum next. (No, I was not done, just branching out.) I selected some “items” to take home later. The Museum Store has items that are available no where else. And, yes, it does give PCA members a 15% discount. That does not cover the 19% Value Added Tax (VAT) that is assessed on most Germans’ purchases, but does make a dent in the overall cost for us poor Americans.

I went to the Factory the next day for a tour of the manufacturing facility. Unlike the Museum, no photos were allowed here. We met in the Museum foyer, a roll call was done and we were issued cloth patches for the tour. We crossed the street to the factory, walking in the gate as if we belonged. On our small tour group (one of several) was an Asian couple and Matt Romanowski and his new bride. I had met Matt in 2005, as he had overseen the staging and display of the Corral Cars at the Hershey Parade

Stuttgart Pilgrimage

Concours (still the best Parade ever....).

We first entered the assembly hall and walked the line as cars came down to the main floor from the body and paint factory across the street. All of this is automated, and scarily so. Each car has its own bar code, and a computer pulls the parts that are needed for that car, and only those parts are pulled. So, if it is a Japanese model, a cabriolet, with navigation system and a beige interior, all the parts are pulled and matched to the bodyshell.

Workers had an even pace about them, and each wore a distinctive gray set of overalls. Their movements were as if they were being orchestrated, which, when you think about it, they were, to minimize wasted effort and to preserve time. The workers work for 55 minutes and have a five minute break at the top of each hour. Clocks and computers are everywhere.

Reportedly, every assembly step is recorded by computers and even torque measurements are recorded whenever a bolt is tightened. Noise was actually minimal, and several times, our group was almost run over by the R2DS type trams bringing parts to the assembly lines. Over there, if you get hit, it is YOUR FAULT, DUMMY.

Germans are not shy about telling to watch out for yourself and if you get hurt because you did not, no lawyer is going to make it better for you.

Our next stop was the engine assembly hall. Here we were on walkways overhead from the assembly area. Brightly colored robots here did a lot of work in assembly, including torquing numerous bolts. The engines moved in lines to each station, where the workers did work, then the robots took over. Each worker can stop the line, if need be. Each station has red, blue and yellow lights. Yellow is first, and is just for "oops"-type stops. Red is next and is serious. If it is a real problem, a blue light will flash. While we were there, no crisis occurred.

Unlike in the "olden days," not all engines are tested before installation in the cars. Some are pulled from the lines and run briefly to check them out, but sometimes, the first time the engine is turned on, is when it is in the car being driven off the line.

From the engine assembly line, we crossed out into the open center plaza area of PorschePlatz, an area of incredible automotive history.

As we walked back to the entrance, the tour guide pointed out the original assembly halls

that had been in place for many years, dating back to when the Factory had first established itself there. Some of the buildings are equivalent to our historical buildings and cannot be torn down. These are the ones with the redbrick veneer and the half circle skylights, seen in early photos of 356 construction. Yes, Toto, we are not in Kansas anymore....

From here, we went to the entrance gate, our tour completed.

I had been on a pilgrimage to a revered facility, at least for me. I was a bit numb. And exhausted. But somehow also exhilarated from the experience. I had been to the area where three of the Porsches that I had owned had been assembled. Of course, as our tour guide mentioned, all those workers have since retired or have been promoted, so they are gone. Yet, by seeing and visiting the areas where they labored, it gave me a strange connection to them and their efforts many years ago.

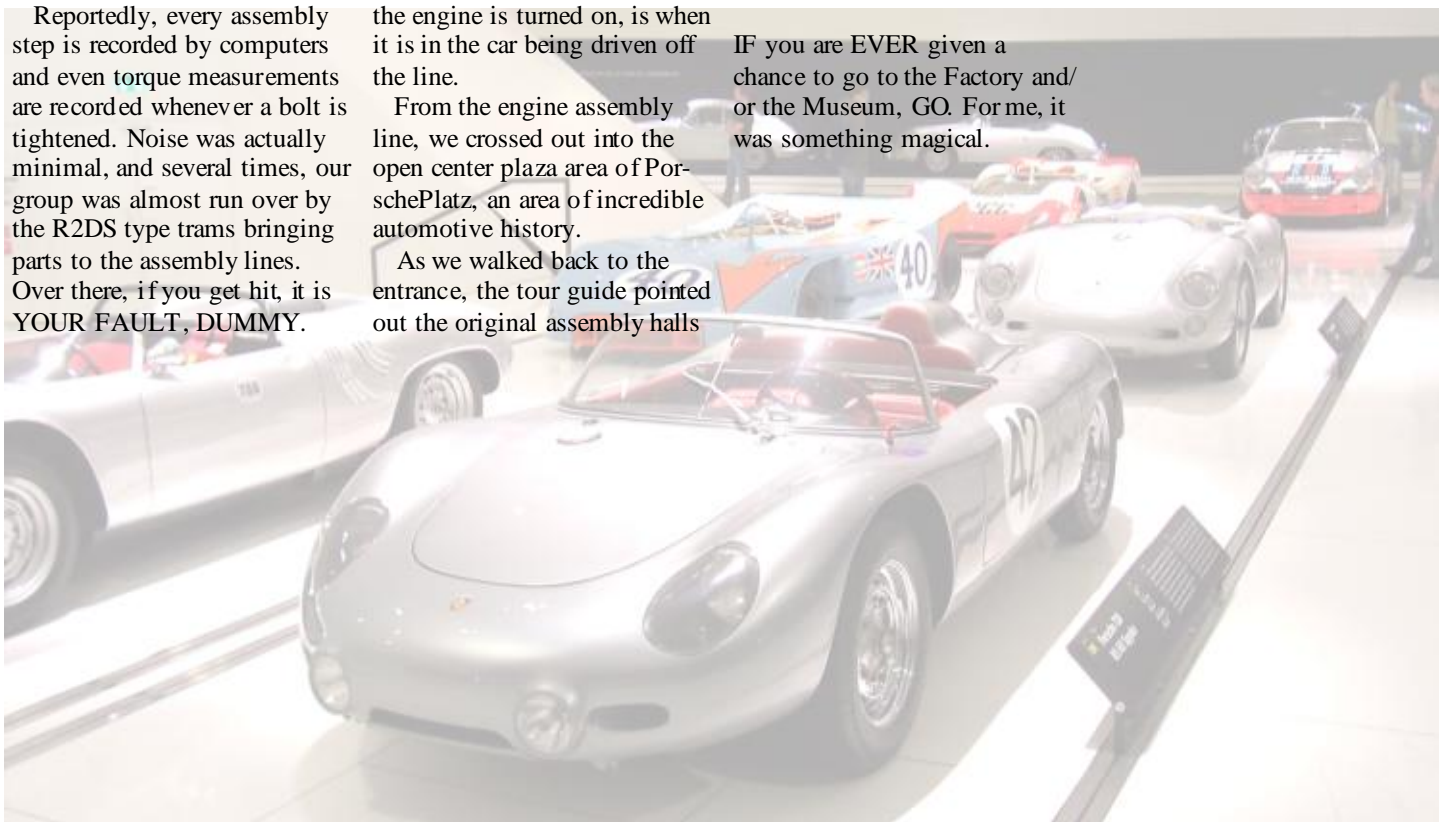
IF you are EVER given a chance to go to the Factory and/or the Museum, GO. For me, it was something magical.



Phillip Doty is a 32-year member of PCA and a member of the Bluegrass Region. He currently serves as the National Procedures Committee Chairman for PCA, and chaired the Concours for the 2005 Hershey Porsche Parade (best one ever) and currently owns a Gran Prix white 1987 Carrera coupe.

Slide Show October 17th

Join us on October 17th when Phillip will present a slide show of the Porsche Museum exhibits at the membership meeting, 5:30 pm, Bar Louie, Lexington Green.



October 3, 2010

Louisville Concours d'Elegance



October 3, 2010

Louisville Concours d'Elegance



Jim Johnston's 1958 356A Speedster was featured on the cover of Rumble covering this year's Tubs event, but I couldn't resist featuring the car up front in the Louisville Concours photo essay. This car looks and *sounds* great!

Bluegrass members attending in their Porsches this year were Robert McClelland, Ken Hold, Neil Fisher, and Maureen and I. Arriving with Ben Prewitt in his Jaguar XJ6 were Ken Partymiller and Jim Brandon.

—Paul Elwyn

Louisville Concours d'Elegance



What is this?

This is the 1951 Sauter Roadster, one of one produced, owned by Ray Knight of Jeffersonville, Indiana, with a colorful race history (check out that fender) and show wins at the 1998 Pebble Beach Concours, 1986, '87, and '98 Monterey Historics, and 1986 Porsche Parade.

I believe Louisville's Ken Daugherty was instrumental in much of the restoration.

—Editor



Louisville Concours d'Elegance



Neil Fisher with his 1987 Carrera Targa and Ken Hold, PCA Zone 13 Representative



This 930 has been on a diet, losing power seats and windows, A/C and HEAT!



Louisville Concours d'Elegance

Right: This photo, the last I could take before the camera battery became too cold to continue, captures the engine compartment of a freshly-built Factory Five Daytona featuring about 600 hp to move 2400 pounds.

Below left: Not quite as quick as the Factory Five Daytona but equally compelling for this old man is the 1933 MG TJ police car below.

Below right: How about some electrical fiddling with a Dino Ferrari's fuse box in 48 degree windy weather?



TECHNICAL

Taking a closer look

Reading our tires

By Pedro P. Bonilla

There is a lot of useful information included on the sidewall of our tires. We'll try to simplify it by taking it one part at a time.

Date of Manufacture

Tires actually have a shelf life. It is recommended that tires over 6 years old be removed from use.

Obviously, tires that are subject to permanent UV damage from the sun can deteriorate sooner than those that are protected from the sun's rays.

The U.S. Department of Transportation (DOT) in particular the National Traffic Safety Administration (NHTSA) has required tire manufacturer's to stamp the date of manufacture right on the tire's sidewall, but they've allowed them to code that information.

Prior to 2000 manufacturers could stamp the code on the inside of the tire, but the NHTSA mandated a few years ago that the code be moved to the outside of the tire, allowing the manufacturers to phase in this information with a deadline of 2009.

Since 2000 the last four digits of the TIN (Tire Identification Number) includes the week (first 2 digits) and year of manufacture (last 2 digits).

Let's look at the following TIN: DOT H2LF YA9J 3507



The last four digits 3507 tells us that this particular tire was manufactured in the 35th week of the year 2007. Prior to the year 2000, only three digits were used. The first 2 were for the week, but only one digit was for the year, so there's no way to determine from what decade that last digit is from.

In this TIN: DOT EJ8J DFM 408
The last 3 digits 408 tells us that the tire was manufactured in the 40th week of 1998 (or 1988, 1978, 1968...).

Service Description

On the sidewall, you will also find tire's Service Description which identifies the Load Index and the Speed Rating. Let's study the following



example: 225/40ZR17 94Y

The first part corresponds to the tire's physical size (more on that later) and the last grouping corresponds to the Load Index and

higher the tire's load capacity is.

The typical Load Indexes for passenger cars range from 70 to 110 (following is a sample): The "Y" is the Speed Rating, which in this case signifies that the tire's maximum speed is 186 mph (300 kph).

If this Speed Rating were in parentheses) i.e.: (94Y) it would signify that the tire has been tested at speeds in excess of 186 mph (300 kph).

When Z-speed ratings first appeared on tires, it was thought to reflect the highest tire speed

LI	Lbs	Kg
80	992	450
81	1019	462
82	1047	475
83	1074	487
84	1102	500
85	1135	515
86	1168	530
87	1201	545
88	1235	560
89	1279	580

LI	Lbs	Kg
90	1323	600
91	1356	615
92	1389	630
93	1433	650
94	1477	670
95	1521	690
96	1565	710
97	1609	730
98	1653	750
99	1709	775

LI	Lbs	Kg
100	1764	800
101	1819	825
102	1874	850
103	1929	875
104	1984	900
105	2039	925
106	2094	950
107	2149	975
108	2205	1000
109	2271	1030

Speed Rating.

The 94 corresponds to its load carrying capability. In this particular case an Index of 94 corresponds to a load of 1477 lbs (670 Kg). The higher the Load Index (LI) number, the

rating that would ever be required, in excess of 149 mph.

Because high performance automobiles keep getting faster and faster, the industry added W- and Y- speed ratings to indicate the tire's maximum speed:

W = 168 mph (270 kph) and Y = 186 mph (300 kph).

Elsewhere on the sidewall there is still more information, such as the Uniform Tire Quality Grade (UTQG) Standards. These Standards

Continued on Page 36

Reading our tires

Continued from Page 35

spell out the Treadwear, Traction and Temperature (Resistance) Grades.

TREADWEAR: Is a relative number because

(40) is the height of the tire (sidewall) as a percentage of its width. In other words, in this case, 40% of 255 mm = 102

Traction Grade	g-force (asphalt)	g-force (concrete)
AA	Above 0.54	Above 0.41
A	Above 0.47	Above 0.35
B	Above 0.38	Above 0.26
C	Less than 0.38	Less than 0.26

it indicates the relative wear compared to a test tire.

What's important is that the higher the Treadwear number the longer lasting the tread will be.

TRACTION: Indicates the tire's straight line wet coefficient of traction. This grade does not evaluate braking, or cornering in dry conditions, wet cornering or high speed hydroplaning resistance.

The different traction grades are:

SIZE: The first segment (255) is the width of the tire in millimeters (10.04 in). The second segment

mm (4.02 in). The "Z" is the speed rating and the "R" corresponds to the construction type (Radial). The "94Y" has been covered above.

Additional markings, such as Type of Construction, Country of Origin and other are also to be found on the sidewall.

ROTATION: Many of today's high-speed tires have the rotation marked as well. Either by indicating the direction of rotation or by the word "OUTSIDE" which indicates that that part of the tire should face to the outside.

Many of today's tires are also asymmetrical and unidirectional, meaning that the tread pattern is different side-to-side and that they are meant to rotate in one direction only.

This means that they cannot be transferred from the left side of the vehicle to the right side or viceversa. In our modern Porsches it also means that they cannot be transferred front-to-back because the rears are generally wider than the fronts.

So, in order to have our tires last as long as possible, and because they cannot be rotated, as in conventional vehicles, it is extremely important to have the tires properly balanced, properly inflated and the car properly aligned. But that will be matter for another Tech Article.

You will note that we did not include INFLATION in this article. Maximum tire inflation is generally indicated on the sidewall as well, but it is a maximum number for structural integrity purposes.

The correct inflation pressures for each vehicle are indicated by the car's manufacturers on a sticker generally found on the door or door jamb of the vehicle.

For more information on tires, please feel free to visit my web pages at www.PedrosGarage.com.

Happy Porsche'ing,

Pedro

"Reading our tires" is reprinted with permission by Pedro P. Bonilla.

—Editor



Buying a pre-owned Porsche?



Search for it in one of the largest pre-owned Porsche markets in the world: South Florida. Roads in great condition no winter salt/sand.

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