

# *Das Herz von Dixie*



*January 2025*



<i>President's Corner</i>	<u>1</u>
<i>From Your Editor</i>	<u>2</u>
<i>4Q Events</i>	<u>2</u>
<i>Who's New</i>	<u>4</u>
<i>Member Articles</i>	<u>4</u>

**President's Corner  
by Jim Cambron**

**Want to Show Your True Porsche Colors?  
There's Not a Better Way Than Attending the  
2025 Porsche Parade, Omni Hotel, Oklahoma City**



I know, it's a hike, maybe even a hike-and-a-half, but as soon as PCA announced the location a couple of years ago, I printed Google Maps directions and taped them to the wall beside my desk. It's 678 miles, 10 hours. On the bright side, it's certainly closer than the 2023 trip of 1,900

miles and 28 hours to Palm Springs (30 hours driving time with fuel and meal stops).

Oklahoma City (OKC) is an "in between distance". Even dividing the Palm Springs trip in half, it was still two hard 15-hour days. Accounting for the two time zone changes pushed the arrival to 3:00PM PDT instead of 5:00PM CDT (trying not to think about losing those two hours on the trip home).

The 10 hours to OKC is much easier than even one of the 15-hour days to Palm Springs. Leaving Huntsville at a reasonable 6:00 AM has you arriving in OKC before 5:00PM, with hours of daylight left to unpack and settle into the Omni.

After Suki gave me a Boxster S for my 50th birthday, November 2002, I started looking for a local Porsche Club and found the Heart O' Dixie on-line and have been enjoying it since. This year was my 22<sup>nd</sup> year in the Club, 19<sup>th</sup> year as the Activity Coordinator. If you think about it, there are Porsche National events like the Porsche Parade and Treffens, and local events divided between eating and driving. We host Pit Stop Breakfasts on the first Saturday of the month, Membership Dinners the second Thursday night, and Porsches and Coffee the last Saturday. In between are monthly Driving Tours discounting December which is already full of Holiday activities.

I think of our Club activities a little differently than I used to, I guess getting older will do that to you, so many things appear differently on the far side of seventy! Now, I value Porsche activities for their lasting memories. Certainly, few experiences compare to enjoying what I have often said was "the greatest automotive week of your life!" That's the Porsche Parade with the drive there sometimes being special, like driving the '02 Ruf Boxster 3400 to Wellesley Chapel (just east of Tampa) for my first Parade. My first Porsche trip down from Chattanooga, through a blinding rainstorm behind a couple in dayglow rain suits on a BMW motorcycle fishtailing from one I-75 interstate puddle to the next, just waiting for them to take an airborne departure into the drainage ditch.

Five years later, the '07 Parade included a cross-country back-road trip in the new '07 Boxster RS. I left on Wednesday afternoon, crossed the southwest on Thursday, and arrived at the San Diego airport just in time to secure Suki for the drive back to the Parade hotel. I had fun in the Boxster, especially topping 100 mph in the Qual Com parking lot to take first place in my Autocross Class. The trip home was equally enjoyable with excursions through Arizona and New Mexico.

Seven years later, 2014 was another great trip, this time in the '12 Cayman R 3.8L GT4 Prototype to the Monterey Parade. Coming home, the roads crossing California were so rough that the metal valve stems worked loose and I stopped in Las Vegas to tighten them and refill the tires at a local service station.

Three years later in '17 was another trip in the '07 Boxster RS, celebrating its tenth anniversary driving to Spokane. After 22 hours the second day I stopped at a Marriott in Helena, Montana. A little after midnight, I laid my toiletries out on the bathroom counter for a quick departure the next morning. I slept through what was left of the night to wake up the next morning and find everything scattered across the bathroom floor. Puzzled over the toiletry, thinking there must be mice in the hotel, I shaved, packed my bag, and went downstairs for breakfast and checkout. The clerk asked if I or my Porsche had

suffered any damage during the earthquake last night. Surprised, I ran outside to find the Boxster had vibrated sideways, but being parked out by itself on the far side of the lot, it was fine. I slept right through the earthquake. Driving home was another good trip on new roads crossing the Dakotas.

But you don't have to drive across country to generate lasting memories in your Porsche. I'll never forget one of our Club Tours driving north through Tennessee, following Club-member Wray Goode in his 993 Carrera 2S. The first time looking at a 993 Porsche, it was branded into my mind as the finest automotive shape I'd ever seen. A few months later was another 993 at the Blue Ridge Boxster Summit, this one was painted Speed Yellow, and I knew it was a Porsche that I would someday own and drive.

We've had a lot of Club Drives, but none surpass the trips to the Smoky Mountains, including Helena, Fontana Village, and the Tail of the Dragon. The Club enjoyed our eighth trip there this past October.

You're in the Club, you own a Porsche, now apply your Porsche to the Club's events in this mathematical formula: Porsche X Events = Great Memories!

Jim Cambron  
President, Heart O' Dixie Region, PCA

## From the Editor



The major event this quarter in terms of the number of participants for the Heart O' Dixie PCA was the Open House at Martin Folgmann's Porsche Barn, Old Town Madison, with 64 participants driving 49 Porsches. The parking area outside of the barn was truly a sight to behold (see cover page and additional pictures of the event in the 4Q HOD Event section).

The hosts, Martin (Club President 1993-94) and his wife Shannon Folgmann, were very hospitable and offered members a beautiful venue with tasty treats and excellent coffee. The event is featured on the cover of this newsletter (Martin is the tall guy on the right). Thank you so much and we look forward to this event again in 2025.

## 4Q HOD Events

- Oct 5<sup>th</sup>, Pit Stop Breakfast, Another Broken Egg in Jones Valley, with **23 members** and guests, followed by the 3Q BOD meeting
- Oct 10<sup>th</sup>, Member's Dinner Meeting, Full Moon Barbecue Dinner Meeting with **17 members** and guests

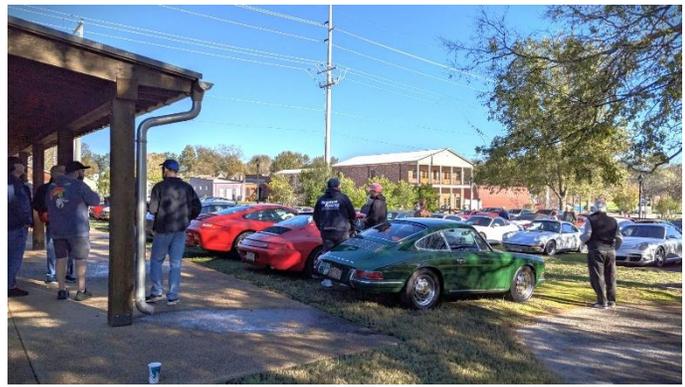


Photo Credit: Jack Harding

- Oct 19<sup>th</sup>, Tail of the Dragon with overnight *Fontana Village* Tour, **10 Porsches**, and **18 Members**, with dinner at the Lodge with **18 Members**.
- Oct 26<sup>th</sup>, Porsches and Coffee, Roaster Crow, with **20 Porsches**, and **26 members** and guests
- Oct 27<sup>th</sup>, *EuroSunday*, with **26 Porsches** and **33 members** and guests



- Nov 2<sup>nd</sup>, Pit Stop Breakfast, *Mason & Dixon Bakery & Bistro*, with **32 members** and guests
- Nov 9<sup>th</sup>, Dom Genovese tour to *Demos Family Steakhouse*, Murfreesboro, with **13 Porsches** and **23 members** and guests
- Nov 14<sup>th</sup>, Member's Dinner Meeting, *Ted's Barbecue*, with **22 members** and guests
- Nov 16<sup>th</sup>, Open House at *Martin Folgmann's Porsche Barn*, Old Town Madison, with **49 Porsches** and **64 Members** and guests



- Nov 30<sup>th</sup>, Jack Harding's Porsches & Coffee, North Athens Starbucks, with **6 Porsches** and **9 members** and guests
- Dec 7<sup>th</sup>, Pit Stop Breakfast, Madison Cracker Barrel, with **26 members** and guests
- Dec 8<sup>th</sup>, Annual Business Meeting, Porsche of Huntsville, with **77 Members**, guests, and Century Porsche staff, followed by the **Christmas Dinner** at the **Valley Hills Country Club**, with **63 Members** and guests. The Annual Business meeting was also attended by two Marines representing the Toys-for-Tots charity.





- Dec 12<sup>th</sup>, Member's Dinner Meeting, Madison Jonathan's, with **20 members** and guests
- Dec 28<sup>th</sup>, For the Love of Coffee, Porsches & Coffee, with **15 Members** and guests



## Who's New

**15** new Primary **members** and **6** Active Family **members** have joined the Club since the October newsletter. We're glad you decided to join the Heart O' Dixie Region, Porsche Club of America, and look forward to meeting you in-person at our upcoming events.

Member	Co-member
Dane Tkacs	Callista Tkacs
Daniel Parker	
Barry Borum	
Pamela Collopy	
John Fikes	Tina Fikes
Tristan Schoenew	
David Hahnemann	
Ross Baker	
Joshua Bearden	Emily Bearden
Ward Ragland	
Bruce Tiller	Patricia Jebeles
Matthew Odle	Amy Heusinger
Alexander Cox	
Justin Farabee	Carolyn Farabee

## Member Articles

### The Mystery of Porsche Tire Pressures Ed Fisher 2024

What tire pressures to use for your Porsche can be a difficult question to answer. For decades there's been on-going discussion among PCA members and on the internet around Porsche-recommended tire pressures for the 911/Carrera, especially rear pressures. On occasion these discussions get heated. The primary question has been why some of the recommended pressures, depending upon model and wheel size, are as high as 44psi but other times significantly lower.

Seeming inconsistency from Porsche as to what information was put on the placard and what was said in the owner's manual has also contributed to confusion. (So has not reading the owner's manual!)

Additionally, the data on the tire placard sometimes showed only the tire pressures for the “base” wheel and tire package. For optional packages the recommended tire pressures may appear only in the owner’s manual or, in some cases, nowhere at all. If this is the case for you, I can tell you right now that it’s not a good idea to assume that you should simply use what’s on the placard. Consult your dealer! They can put the question to Porsche corporate.

Things didn’t really settle down until the 991 version when the TPMS system became sophisticated enough to allow the driver to enter various information that would automatically change the pressures the system would look for. More on this later.

The positions of the opposing tire pressure camps might be characterized by two, admittedly over-simplified, viewpoints which were common in the “old” days, i.e. let’s say from about 1977 to 2012. 1) *I would never run any pressure except those specified by Porsche*, and 2) *If I ran Porsche pressure, I would sell the car because of the harsh ride*.

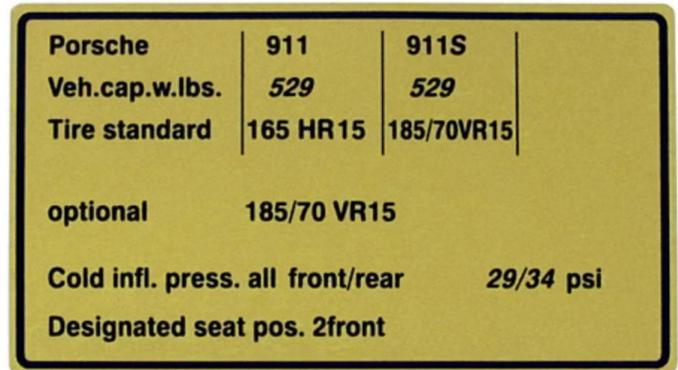
I maintain that neither of these positions is completely justified and some of these attitudes derive from lack of information. Maybe we can clear up some of the confusion.

**Let’s Start with Some History**

-The first 911 in 1964 ran staggered pressures of 1.8bar (26psi) front and 2.0bar (29psi) rear. The widest rims were 6” with a 185mm wide tire. The engine was rated at 130hp, and you might have been able to lift a front corner off the ground yourself it was so light at 2,381lb. Top speed was 130mph. The placard is shown below.



-By 1974, when the 2.7 liter motor was introduced, the widest rear rim option was up to 8” wide and the rear pressure had risen to 34psi.



-The 1976 930 turbo (2,641lb) could get the first 9”-wide rear rim with a 245mm/16” diameter tire. I think this was the first time that rear tire pressure climbed to 43psi (or 44psi, depending upon source) in 911 history, possibly because the rear rim and tire were kept narrow to combat hydroplaning, according to a quote from Peter Falk, test chief for the 930, in the November 2024 issue of 911 & Porsche World, page 38. More pressure would have increased the load capability of the tire.

As far as I know 44psi remains the highest for any 911/Carrera. The pressure couldn’t get any higher because for many tire brands & types this was the maximum cold pressure rating.

Here’s the engine bay decal for the 930 (turbo) Carrera showing 3.0bar or 44psi:



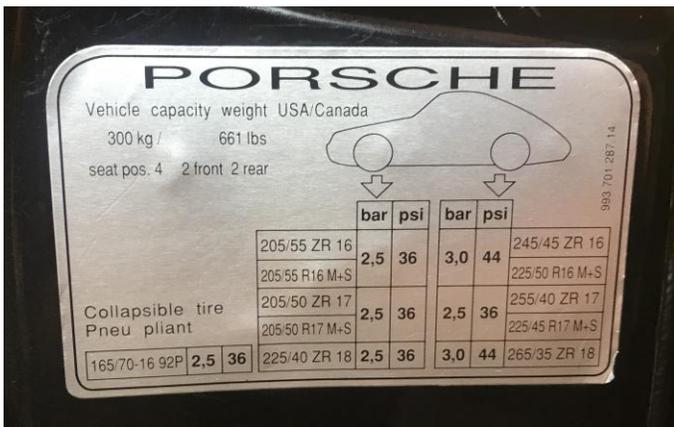
Many guesses have been put forward as to why Porsche has tended to recommend very high

pressures for some (but not all) of the rear tire fitments on the 911/Carrera. In contrast, I once owned a 2008 Corvette with 436hp and a top speed of 190mph. The door placard called for 30psi all around. The ride was very nice, if you ditched the run-flats! It wasn't until the 2017 Grand Sport model that Chevrolet saw fit to provide data in the owner's manual that supplemented the placard numbers and called for 38psi if you wanted to maintain over 100mph for an extended duration.

I'll tell you right now that I will not be providing a comprehensive explanation for the Porsche tire pressure mysteries. When the PCA was asked, Joel Reiser took a stab at it in 2007 here: <https://www.pca.org/tech/reason-for-absurdly-high-996-tire-pressures-1182258129>.

Riser makes many good points but doesn't really answer the question except to say, "Essentially it is a legal protection issue."

This doesn't answer the real question, however. For instance, the 993 tire placard looked like this:



Do you see the issue? Why 44psi for 16" rear, 36psi for the 17" rear and then 44psi again for the 18" rear? The answer some have given is that it must be a typographical error.

I don't think so.

Another strange case is the 2000 Carrera. The 255 mm rear tire on a 17" x 9" wheel wants 36psi while the 265mm tire on the optional 18" x 10" wheel wants 44psi. I'm sure there's a reason, but I don't know what it is.

## How Are Tire Pressures Chosen?

Many factors go into a manufacturer's choice of recommended tire pressures. These factors begin with load capacity and speed capability but also include things like handling balance, steering feel, comfort, wear rate and wear patterns, noise, vibration, and many more. All factors are evaluated with expected, or possible, service use in mind.

Manufacturers of high-power/low-drag automobiles have it particularly difficult because the top speeds can be very high. It doesn't really matter that most owners will never approach the top speed of their Carrera... someone might. The generation of heat due to flexing with each revolution and the incredible centrifugal forces trying to tear the tire apart still must be accounted for. And then there are the unrestricted autobahns in Germany which probably constitute a unique use case: very high speeds legally held for significant duration.

I have no doubt that Porsche goes through a lengthy process to determine what tire pressures to recommend. It's probably been reduced to an algorithm. Unless they share it, we are just not ever going to know exactly why any particular pressure was specified. We can be certain of a few things, however.

We can be certain that no manufacturer will recommend pressures that produce peak lateral and/or peak longitudinal grip around town or on the autocross course or racetrack. Such pressures are always going to be too low for good wear, too low for high-speed stability, too low for best transient response and almost certainly too low to prevent tire failure at the cars' peak speed.

We can be certain that all manufacturers will attempt to recommend cold pressures that assure that a tire in good condition traveling on a typical roadway on a hot day will not fail immediately upon reaching top speed. Anything else would seem to be legal suicide.

Modern tires have a very wide range of safe operational pressures, but too low is typically the major worry because of heat generation. The owner can't be expected to always maintain exactly the proper pressure. The builder must include margin for some reasonable degree of under-inflation. This was

part of what happened in the Ford Explorer/Firestone ATX fiasco in the 1990's. The placard pressure was lowered by Ford from 30psi to 26psi due to a desire to improve the ride quality and to increase grip to reduce roll-overs. (Ford was already worried about roll-over tendency before the car was ever put up for sale.) My understanding is that Firestone signed off on the lower pressure. In the end, the companies pointed the finger at each other, and both suffered massively negative economic consequences.

A tire is held together mainly with adhesive. If a tire overheats the adhesive bonds between the components of the tire can be weakened. The components may begin to separate. Millions of tires from multiple different manufacturers have been the subject of recalls in the US because of various forms of separation during use.

### Why Setting Tires Pressures Can Be Complicated

Things you might not know that complicate the manufacturers' setting of tire pressures include:

-The load capacity of a tire is generally proportional to the volume of air inside the tire. This is a significant part of the reason why the 265/65-17 tire on my Toyota SUV has a max load rating of 2,469lb but the 235/50-17 tire that was standard on the back of my Cayman has a load rating of only 1,565lb. The cross-sectional width and height of the Cayman tire is much smaller, leading to much less total air volume.

-Downforce generally increases with the square of the velocity, so, all else equal, the downforce on the rear tires for the first 911 Turbo, which had a top speed of 156mph, may be 1.44 times higher than for the 1964 911 which only achieved 130mph. The rear downforce for the 1999 Carrera, which had a top speed of 170mph, may be 1.71 times higher than the first 911. And the downforce on the rear tires for the 992.1 GTS, with a top speed of 194mph, may be 2.23 times higher than the first 911. These numbers do not consider any aerodynamic changes or improvements for increasing downforce on the vehicles over the years which we know have been substantial. For that matter, early 911s probably had lift at the rear, i.e. negative downforce. The basic shape of the 911 resembles a wing. This is great for reducing drag, but given its own mind it wants to take flight, which is not good for grip.

-As speed increases aerodynamic loads need not always increase at the same ratio front and rear. Some say that Carrera rear tire loads due to aerodynamic downforce tend to increase disproportionately with speed as compared to the front. This effect is quite common.

The last two points may very well account for both the historical increase in placarded rear tire pressure and the historical increase in the pressure gap between front and rear tires in 911/Carreras.

The 911/Carrera has clearly always been a difficult case. As the cars got heavier, increasingly powerful and with the exhaust always and necessarily right beside the rear tires the situation likely became fraught with potential issues. Porsche almost certainly had to play it safe, especially with the autobahn beckoning.

### What We Can Learn from the Modern Situation

Starting, I think, with the 991 Carrera, Porsche allowed the user to input various use cases from which the TPMS then adjusts its recommended pressures and warning protocol. The *comfort + light load* setting has the lowest pressures, which can be as low as 29psi front and 32psi rear in the 992 Carrera, depending on wheel diameter. I don't think there's a top speed limiter that kicks in, but you are cautioned in the owners' manual not to exceed 165mph with *comfort* tire pressures.

► Only set comfort pressure in the tires on vehicles with the "Comfort pressure" option.

FA = front axle, RA = rear axle	Partial load		Full load	
	FA	RA	FA	RA
19-/20-inch summer tires	2.0 bar / 200 kPa / 29 psi	2.2 bar / 220 kPa / 32 psi	2.3 bar / 230 kPa / 33 psi	2.6 bar / 260 kPa / 38 psi
20-/21-inch summer tires				

Comfort TPMS range

According to the information in the figure above, taken from the manual, the rear (summer) tires on the 992 Carrera can be as low as 32psi if the car is less than fully loaded, not driven above 165mph and you wish the best ride. Of course, you can go higher if you want more "feel" and transient response. Fully

loaded, but still desirous of comfort at less than 165mph you need add 6psi in the morning to reach 38psi cold. From the chart below, if you want to go faster than 165mph and the car is not fully loaded you need 39psi.

911 Carrera S Cabriolet with Porsche Active Suspension Management (PASM), 911 Carrera S Coupé with Porsche Active Suspension Management (PASM) and without electric sliding sunroof (glass), 911 Carrera 4S Cabriolet with Porsche Active Suspension Management (PASM), 911 Carrera 4S Coupé with Porsche Active Suspension Management (PASM) and without electric sliding sunroof (glass), 911 Carrera GTS Cabriolet, 911 Carrera 4 GTS Cabriolet, 911 Targa 4S, 911 Targa 4 GTS Coupé only with aerokit				
FA = front axle, RA = rear axle	Partial load		Full load	
	FA	RA	FA	RA
20-/21-inch summer tires	2.3 bar / 230 kPa / 33 psi	2.7 bar / 270 kPa / 39 psi	2.6 bar / 260 kPa / 38 psi	3.2 bar / 320 kPa / 46 psi
19-/20-inch winter tires $\odot$	2.2 bar / 220 kPa / 32 psi	2.2 bar / 220 kPa / 32 psi	2.3 bar / 230 kPa / 33 psi	2.6 bar / 260 kPa / 38 psi
20-/21-inch winter tires	2.2 bar / 220 kPa / 32 psi	2.5 bar / 250 kPa / 36 psi	2.5 bar / 250 kPa / 36 psi	2.9 bar / 290 kPa / 42 psi

Lastly, if you wish to take the husband, the two kids and a frunk full of gold bars on a high-speed jaunt above 165mph then you had better have 46psi in those rears.

In summary, what these charts tell me is that the tire pressures chosen by Porsche were always primarily a function of speed and load, just as you would expect. It's just that use cases and tire capabilities vary. Before TPMS they had to listen to the lawyers and specify the worst case if they wanted to keep the placard simple. At some point Porsche began using more complicated placards and/or more complicated instructions in the manuals to allow for lower pressures for less than the worst-case. This had the effect of significantly improving the ride for most owners if they took advantage of these allowances. Now Porsche has continued this track by implementing "user programmable" TPMS use cases to prevent constant electronic warnings when lower pressures are desired.

### The N-Spec Thing

I almost hate to bring it up, but it must be done. We must keep in mind that the cars are designed to use only N-spec tires. These tires may have compound and/or structural differences compared to the same tire without the N-spec designation. The slightly scary thing about this is that the stated tire pressures thus apply only to those N-spec tires, as the modern manuals make clear.

The only authorized tire for freezing weather for my 2008 Cayman is a dedicated, N-spec snow tire, only that tire is no longer available. If I mount a set of *All-Season* tires (because I want to be able to run safely in freezing weather) then the placard pressure, in theory, *does not apply*.

If you insist on running a non-N-spec tire, or have no choice, I think what I'd do is match the load and speed ratings. That done you are probably safe with using Porsche pressures. Even if the N-spec is no longer available, the full description of the tires as stated in the manual contains codes for both speed and load ratings.