

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 3 March 2008



In this issue:
The NCR 2008 Yankee Swap
Joel Reiser at NCR
New from Porsche



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Porsche Club of America
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Presse Porsche

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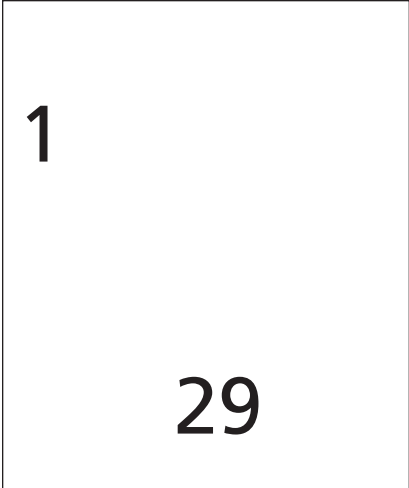
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MARCH AT A GLANCE

Date	Event Information	Contact
Mar 1	Zone 1 Tech Tactics, FarnbacherLoles, Danbury CT	
Mar 29	Tech Session 4 Meredith Harley-Davidson shop tour, Meredith NH	tech@ncr-pca.org
Apr 12	Tech Session 5 Precision Imports: OBD II, Manchester NH	tech@ncr-pca.org
Apr 30, May 1	Driver Education 1, NHMS, Loudon NH	driver-ed@ncr-pca.org
May 4	Spring Rally, TBD	rally@ncr-pca.org
May 16, 17, 18	Zone 1 Concours & Rally – Corning NY	
May 24	Autocross # 1, Devens, Ayer MA	autocross@ncr-pca.org
June 21	Autocross # 2, Devens, Ayer MA	autocross@ncr-pca.org
June 25 & 26	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
July 19	Autocross # 3, Devens, Ayer MA	autocross@ncr-pca.org
July 28 & 29	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Aug 15, 16, 17	Driver Education 2, NHIS, Loudon NH	driver-ed@ncr-pca.org
Aug 10	Autocross # 4, Devens, Ayer MA	autocross@ncr-pca.org
Sept 14	Autocross # 5, Devens, Ayer MA	autocross@ncr-pca.org
October 1 & 2	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Oct 11, 12	Oktoberfest, Gilford, NH, Gunstock Mountain Resort	
Oct 13, 14	Driver Education 3, NHIS, Loudon, NH	driver-ed@ncr-pca.org
Oct 18, 19	NCR Getaway Weekend ... The Balsams	
Nov 9	Annual Banquet (30 yr celebration), TBD	social@ncr-pca.org

Please note: calendar information is correct at the time of **Northlander** going to press but for the latest information you should check our web site: www.ncr-pca.org



Tracey Levasseur

It's hard for me to get inspired to write in the winter months. In fact, it's difficult to get me motivated to do anything when the days are short and cold. But since I made such short work of last month's editorial I felt I had to pull my weight for this month. Anyone who has any artistic ability knows exactly what I mean when I say it was excruciatingly hard to come up with inspiration for this piece. Inspiration just doesn't flow like Niagara Falls, it's as illusive as the fountain of youth at times. It's also spontaneous and can strike without warning when you least expect it, usually when there is absolutely no paper or writing implement to be found.

So it went that literally in the eleventh hour one evening as I was driving home from another hobby club meeting inspiration beckoned. It had been a particularly bad week and I was trying to think of something more uplifting so my editorial wouldn't be so negative. Then I thought back to the previous weekend about a little fun adventure that I had. Please humor me while I relate this anecdote.

As some of you may know my other half, Jay, and I have been restoring a 1967 Jaguar Mark 2 sedan. After owning the car for two years and having much difficulty with the mechanical bits, we decided to hire a mechanic with experience in Jaguars, particularly with the XK engine this car is fitted with. Wes is a member of the Jaguar club we belong to, he's written several articles for that club's newsletter on rebuilding these engines and has done work on many members' cars. Yes it would cost money, but we felt safe knowing the car was in good hands.

The engine, actually two engines, were delivered to Wes's in August. We had a spare engine to use any parts that may have been missing or damaged on the original. Once Wes started work on the engine we towed the car over to his house before the snow fell. Five months is actually not a long time for basically a complete engine rebuild but when you're anxious to drive the car, it can seem like an eternity.

Here's where I have to back up just a bit. We bought this sedan two years ago from

a man who owned and drove it daily for many years during the 1970s and 80s. When the engine started acting up on him he put the car up to have the necessary repairs done. But an unfortunate mishap involving a dizzy tow truck driver and an attempt to tow the car while it was in the "drive" gear caused the owner to leave the car unfinished in his garage for about 15 years. There it sat until we bought it. So for almost 17 years the once active old classic has not moved on its own horsepower.

Jump ahead to the end of 2007. After spending loads of time and money (now we really know what the term "money pit" means!) Wes has the engine all back together on his engine stand and he gives it the "coffee can" test as I like to call it. That's when you start the engine outside of the vehicle. Oh how wonderful to hear that engine fire right up like it was fuel injected! Okay, Wes, now do it again but this time with the engine in the car.

January 2008 and we get an e-mail that the engine is finally in place, the transmission is working, all the brake lines are installed and even the electrical equipment for the most part is functioning. There are little things that will need attending -- replace the horn, fix the windshield wiper motor and get a new speedometer cable -- but the car will now move on its own rather than having two people pushing it back and forth every time it needs to be out of the way.

It would be another month before we could pay Wes a visit, however. In January the weather was uncooperative plus we escaped the cold for a long weekend down in Florida. Somehow in between snow storms we told Wes we'd go over to see the car and drop off another part that needed to be installed. It was a rare mild Saturday and we were sitting talking Jag talk in Wes's dining room when suddenly he said, "well let's go have a look at the car!"

continued on page 17 ...



Miriam Dunster

As I write this column Ground Hog Day has just passed and we are all waiting patiently to see if the New England Patriots can pull off the finale to their season. I did find it interesting this year during the recap of the ground hog prediction it was mentioned that 'Phil' had been replaced by a female groundhog; unfortunately I did not catch her name in the commentary. Well the prediction is six more weeks of winter; this makes those that participate in winter sports very happy. When I heard the prediction and the background commentary I wondered why note the change? Do we really care if it is a male or female that saw its shadow, all we care about is the prediction.

Like so many of you I have plenty to do this winter so this is a welcomed opportunity to not feel guilty if I am trapped in my house with a project list that will not end. There are all the household items that need to get fixed or updated and I still need to plan out my calendar and budget with the Porsche activities of interest to me.

One of those items I need to consider is do I have the time to finish detailing my 1987 944 for entry in the preservation category at the Charlotte Porsche Parade? Okay, those that really know me stop laughing; I am really considering this since the appearance of the car is not showing the number of miles I have put on it over the past 16 years of ownership. Most of the club members already know that detailing my car has not been a strong point of mine. However as you read in a few of my columns last year I began the process of learning how to do it properly.



To assist my decision process for Charlotte I need to review the parade rules and create the list of work that still needs to be done then set realistic hours to complete it. If the car gets entered I want it to be a competitive car not just a space holder as I have done within some of our local shows. This entire decision-making has to be complete by March 11th when the Parade registration opens. Don't forget that date if any of you NCR members are interested in attending the Parade as well this year.

The best news is that we don't have to plan everything out for the future months there are plenty of interesting activities going on within the local regions and Zone. NCR recently held its annual Yankee Swap at Johnson's Steakhouse on Route 4 in Northwood, NH; it was a fun afternoon for those that ventured out during the snow storm, look for the recap in this edition. There are a number of Tech Sessions scheduled during the next six weeks of winter. If you want to receive reminders of these events and other news don't forget to sign up for the NCR-News list and check the NCR website frequently. We will have a number of impromptu social activities throughout the year that will be only announced via these two methods of communication.

I am looking forward to seeing some of you at an NCR event soon.

Drive safely.

Miriam



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'07 Cayman	Guards Red/Beige	P7076L	\$42,900
'04 Cayenne S	Green/Beige	P80241	\$34,900
'06 Cayenne Tiptronic	Meteor Grey/Black	U3714	\$42,900
'01 Boxster	Meridian Metallic/Black	P71061	\$23,900
'04 Carrera 4S Coupe	Black/Grey	U3738	\$59,900
'06 Cayenne Turbo	Black/Grey	P80481	\$64,900

NEW

'07 Cayman S	Black/Sand Beige	P7022	\$51,991
'07 Cayman S	Speed Yellow/Black	P7074	\$71,577
'07 Cayman	Arctic Silver/Grey	P7036	\$49,226
'07 Carrera S	Midnight Blue/Grey	P7018 (Demo)	\$81,900
'08 Cayenne S	Meteor Grey/Black	P8021	\$67,739
'08 Boxster	Midnight Blue/Beige	P8042	\$49,992
'08 Carrera Coupe	Basalt Black/Black	P8080	\$79,900



Lisa Roche

New Members:

Laurence E. Day
Plastow, NH – 1963 356B

Steven Silberberg
Bedford, NH – 1968 912

Albert Jordan
Louise Jordan
Windham, NH – 2005 Boxster S

Richard D. Noonan
Peterborough, NH – 2003 Boxster S

Member Anniversaries:

1 Year:

Gary E. Lineberry
New London, NH – 2004 Boxster S

Steven C. Cillizza
Derry, NH – 2002 Boxster S

Dr. Bill M. Keicher
Adrienne Cordeau
Nashua, NH – 2003 Boxster

2 Years:

Colin Cowles
Worcester, MA – 1977 911

Clifford W. Kahrs
Karen Westin
Concord, NH – 1987 944

John Pelletier
Tammy Hashey
Dover, NH – 1990 911

Gary L. Woods
Bow, NH – 1987 944

5 Years:

Philip T. Cavanaugh
Margaret Cavanaugh
Portsmouth, NH – 1995 Carrera 4

Alton L. Russo
Sarah Russo
Gorham, ME – 1985 911 Carrera

Paul F. Tallo
Clayton Michaud
Hudson, NH – 1998 Carrera 4S

Dennis M. Klesel
Sandown, NH – 1981 930

10 Years:

Gordon C. Jillette
Ursula Jillette
Center Conway, NH – 1984 944

Kim S. Bentham
Epping, NH – 1986 911 RUF

30 Years:

Richard J. Currier
Laurinda Currier
South Berwick, ME – 1977 911S

Please notify the membership chair: membership@ncr-pca.org if you have changed your address.

NCR 2008

Yankee Swap

Janet Leach

Jack would have the final say. He observed all of the choices, and he had been practicing his poker face throughout the game ...

It was January and time again for the January tradition in NCR – the annual Yankee Swap. This year's event was held at Johnson's Seafood and Steak in Northwood, NH. This was a good central location as we had attendees from all areas of the state, and the restaurant had a good meeting room off of the main dining room for us. Mother Nature pulled a fast one on us though...the forecast called for a "dusting" of snow, perhaps ½ inch. A good four inches had fallen when John and I picked up David, Helmi and Ivy for our trek to Northwood. Of the eighteen people present, 14 had brought gifts and were eligible for the swap. Harry Robinson was unable to attend but sent a gift, and he appointed Edgar and Nancy Broadhead as his official "swap designees."

Upon placing our lunch orders, Miriam and Ivy had some announcements for us. We had some choices for the rules of the game. We agreed that when it was our turn, we would unwrap the gift then determine if we wanted to swap. Also, a total of three swaps could be made in a round, and no gift that was swapped in the round could be touched again in that round. This seemed fair and civil. Miriam had brought along a couple of door prizes and Harry generously supplied Porsche posters for the American LeMans Series - Detroit '07. Something to add to the collection in our garage.

long. Things were pretty tame up until #5's turn. That got the swapping going. We had a first in this year's event; a regift! For those at last year's Swap, Miriam went home with a six-in-one games gift. I can only imagine that she hid it away in the closet, knowing that it would be making another appearance this year. Paul Tallo unwrapped that regift but eventually it went home with Rusty Talbot's friend Tyler. Both Rusty and Tyler were very intuitive; Rusty seemed to know what people liked, and he swapped his gift with theirs. We had chocolate and wine; however, since we had junior guests, the wine could only be swapped by an adult over 21. Helmi Churcher, as #14, unwrapped the final gift; but Jack would have the final say. He observed all of the choices, and he had been practicing his poker face throughout the game. Apparently, he learned that in Las Vegas, so not everything that happens in Vegas stays in Vegas! The charger had long been out of my possession, but he knew that was what he wanted. He made his final selection and the swap was over. We were relieved that we could keep our gifts; I had a bottle of Chianti and a New Hampshire Millionaire's Club lottery ticket. It was hard to hold back from scratching it until this time. I uncovered the five winning numbers; I had twenty chances to match one of them. The excitement was building as I revealed them one by one. Unfortunately, none were a match. Just imagine the possibilities!

The first year we held this event, almost all of the gifts were automotive related. This is not surprising for members of a car club. However, the gifts have been more diverse over the years, and I did notice that the largest gifts get opened first. John and I will be more creative in our gift wrapping next year. Many brought similar gifts, and John wrapped them in tie boxes. Remember, good things also come in small packages.

Many thanks to Miriam and Ivy for organizing this event. Look for it on next year's calendar.

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After eating lunch, the numbers were drawn and lucky Jack Saunders, a regular participant of this event, received #1. Jack made his way to the table, touching about every gift available and made his choice. Joe Kraetsch had #2; he chose the gift from Harry – a black Porsche hat. Not to give too much away, but Joe was able to keep the hat for the entire round! Perhaps it was because he donned it promptly after he opened his present. Now it can be dangerous in this game to show any emotion; if you love something that you have opened, odds are that you will lose it soon in one of the next rounds. For my turn, I unwrapped a battery trickle charger. Now I would have been happy with that, but I did not keep that gift for



*Good things in small packages
... and good things in large
packages too. As in previous
years the the going got rough
and tough very quickly.*

*More photographs on pages 25
~ 29*

Photographs by David Chucher





Judy Hendrickson

Racing has always been the crucible for putting Porsche's automotive technologies to the ultimate test. Every Porsche on the street possesses knowledge gained from all forms of racing . . .

LOOKING BACK

Our selection this month comes from Volume 21, Number 1 (March/April 1998). While not about NCR or written by an NCR member it offers some interesting Porsche history and background.

How We Know

(courtesy Porsche Cars North America web site)

Racing has always been the crucible for putting Porsche's automotive technologies to the ultimate test. Every Porsche on the street possesses knowledge gained from all forms of racing . . . from Formula 1 to desert rallies. Each Porsche sports car is an evolution from those sports and racing cars which came before it. Every model is one chapter in a rich heritage.

1973 Carrera RSR

After years of focusing on exotic prototypes, Porsche put the 911 back at the center of its racing program in 1973. Few people expected much from the familiar "street" Porsches when two 911s joined the field of powerful prototypes for the 24 Hours of Daytona. But at dawn these 911s were battling for the lead! Brumos Porsche drivers Peter Gregg and Hurley Haywood won this epic race. It was the first of many important victories for the 911 Carrera RSR, which brought back the Carrera name and all its glory and introduced a host of innovations such as its bulging rear fenders, "duck tail" spoiler and more than 300 horsepower.

1974 911 Carrera RSR Turbo/2.1

Porsche believes there's no better place to test ideas than the race track. The 911 RSR Turbo is a good point, as it was essentially a mule for a wild idea: the 911, in anticipation of FIA rule changes in 1975. (Previously the only "blown" Porsche was the monstrous five-liter, 1000-horsepower 917/10 of Can Am fame.) To bring its 500 horsepower under control, huge tires, fenders and a massive wing were added. The RSR Turbo placed second at both the 24 Hours of Le Mans and the 6 Hours of Watkins Glen not bad for a mule. But its greatest triumph was providing Porsche with the data necessary

to field the highly successful 935 and the production 911 Turbo.

1978 935/78 Coupe

Racing demands a keen understanding of the laws of physics. Yet victory sometimes hinges on a skillful interpretation of the laws of man. When the FIA rewrote its rulebook for 1978, Porsche's clever reading of the regulations inspired the most radical 911-based design ever. Nicknamed "Moby Dick," the 935/78 Coupe combined exceptional aerodynamic values with the most powerful version yet of the classic six-cylinder "boxer" engine, the first to feature four valves per cylinder and water-cooled heads — all ideas it shares with the new 911 (996 and on, ed.). The car, one of only two 935/78's built, won the six-hour race at Silverstone.

1986 959 Paris-Dakar Rally Car

Porsche continually explores the technological limits of the 911. In 1986, our engineers surprised competitors by adding variable all-wheel drive to Ferry Porsche's then twenty-year-old concept. Three of these "Type 959" models entered the punishing Paris-Dakar Rally. How punishing? Out of 500 starters, only 88 completed the 22-day race. First to finish were two Porsche 959s. Sixth place was taken by their support vehicle, another 959 driven by two Porsche development engineers. The 1986 winning car was driven by Rene Metge and Dominique Lemoyne.

1997 911 Turbo S

The Pikes Peak International Hill Climb is a true uphill battle. There are more than 156 turns on the way to a 14,110 foot summit over a route that lacks both pavement and guardrails. Victory demands quick acceleration out of hairpin turns, brake and engine endurance in thin, dusty air, and ample driver nerve. In last year's Hill Climb Jeff Zwart broke both qualifying and race records to win the HPSS class in the 911 Turbo-S. Jeff credits the car's awesome power, and the confidence-inspiring handling of the 911 chassis and all-wheel-drive system.

Joel Reiser at NCR Tech Session #2

Jack Saunders



Smiles of satisfaction and smiles of relief. The Tech Session which almost did not happen.

On Saturday, February 9, NCR was treated to an interesting, expert Tech Talk by National 911 Tech Committee Member, Joel Reiser, and although the 30 members who attended were aware of a last-minute change of venue, few knew that this event was on the verge of cancellation had it not been for extraordinary teamwork and last-minute, behind-the-scenes maneuvers.

A glimpse of the frantic "panic" scene about 20 hours before the event, begins with Jack Saunders, the new NCR Tech Chair, getting shocked into action by a call from the host of our event, Porsche of Stratham. "Due to the Town Building Inspector disapproval" NCR is forbidden from holding its event -- in effect a bomb was dropped on NCR. Canceling was out of the question with a traveling speaker arriving soon and 30 members scheduled to show up in a few hours! In this dark hour, Jack reached out to his friends, VP Ivy Leonard and Hank Cowles, who calmed him down by suggesting immediately available alternative venues and hosts. Fortunately, longtime NCR supporters Blair and Barb Talbot changed their weekend plans and opened their beautiful (and immaculate) new shop in Dover to our event. Eureka! Ivy, Tracey

Levasseur, Webmaster Dick Demaine, Jack's wife Olivia and many others on the NCR team somehow managed to inform all the attendees of the change of venue in a few hours. But that's not all: Ivy had the job of contacting PCA's Executive Director, Vu Nguyen to fax a new insurance certificate to cover the Talbot's shop and worked to the last minute to make sure coverage would be in time!

This is a testimonial to the unique qualities of the people in PCA Headquarters and its regions that support each other in pursuing its passion for Porsches, "It's not just the cars--it's the people."

Before summarizing Joel Reiser's presentation on ways to improve your Porsche's performance and handling both for track and street driving, I'd like to outline how a new, ambitious Tech Chair got into trouble.

(1) It all started at a previous Zone 1 Tech Tactics event where PCA National Tech Chair, Tom Charlesworth, offered to provide a speaker for one of NCR's winter Tech Sessions. (2) When I was appointed NCR Tech Chair recently, I decided to add a little spice to our winter season Tech programs which traditionally use our local

professionals very satisfactorily. (3) We had the good fortune that Joel Reiser, a nationally-known long distance Porsche race driver, and pro race car preparer, agreed to drive from Rochester, NY to deliver a Power Point presentation on preparing Porsches for track and street use. (4) Finally, with the help of Matt Romanowski, past NCR Tech Chair, we found a host and a venue, namely Porsche of Stratham, that planned to open a new dealership in January 2008 and agreed upon the event date of February 9.

Now, in retrospect, here is where my "self-preservation intuition" should have alerted me to the likelihood of the unintended consequence of (a) very tight scheduling problems and (b) New York State (where Joel lives) and New England weather problems. But I missed this cue and paid for my unwarranted optimism later! At any rate, I'm not too old to learn a new lesson and will be wary of unduly tight schedules that are also vulnerable to severe weather in the future.

Now for a brief summary of the highlights of Joel's expert Tech Talk from a track event vantage point.

continued on page 14 ...



Paul Frucci

Hold on to the knowledge that spring is right around the corner ...

As you read this, registration for the 2008 season is open and our new registration system is on line. I hope you are finding MotorSportReg.com to be straightforward and easy to understand. I'd like to thank our Webmaster, Dick Demaine, for all of his hard work in working with John Lussier and me to evaluate the options that were out there for us as we looked at alternatives for a new system, and for his patience in working with us to get the new system up and running. It's nice to have an Information Technology professional as our Webmaster to work with. I also want to say thanks to John once again for picking up the Registrar responsibilities this year.

Please give us your feedback on the new system, as the folks at MotorSportReg.com seem very open to constructive feedback on how the system can be improved. In fact, the primary reason we chose them was the level of support we could expect. Believe me, as we set up the new season's events in the system we called upon them more than once for help, and they did not disappoint.

In other news:

The new owners of NHIS have put their stamp on it already. We are going to have to get used to calling our home track NHMS instead of NHIS. The new ownership of the track has officially changed the name to New Hampshire Motor Speedway. It's going to take some getting used to!

For those of you trying to keep up with the latest at Club Motorsports in Tamworth, I received a letter from them which indicates that they plan on starting construction this year even though they are still fighting in the courts over getting

a permit to impact a small amount of wetlands. Attempts by local opposition groups to repeal RSA 297-G which defines the facility as a motorsports country club versus as a racetrack was soundly defeated in January, so this wetlands issue is the last hurdle. Management appears to be committed to getting this new track built. A good sign for sure! We won't be driving on it this year, but keep your fingers crossed for 2009!

Our Lime Rock event on June 4th has been interesting to organize as we are effectively renting a "half day" at the track and along with a "half day" that CVR is renting have combined it into one full day. This is a result of the new "club" at Lime Rock taking up a lot of the days in 2008 and availability being limited to half the number of days that PCA regions had rented the previous year. Since NCR had one day, we get a "half day." Go figure. Both CVR and NCR are taking registrations for half the number of allowed drivers in each run group, so we are guaranteed to be able to hold half the slots for NCR and NER members.

As a reminder, don't forget that since we are combining our DE calendar with NER this year, and partnering with UCR on a couple of events, you will have to go to NER's web site to register for events that NER is the primary organizer, and to the UCR site to register for the Calabogie and Mosport events. There are links on our MotorSportReg.com calendar page to the appropriate registration sites. This is all a grand experiment this year, and I'm sure we'll be able to smooth it out more for next year. Hang in there with us!

As always, I welcome your feedback. Please feel free to call or email me at de@ncr-pca.org. Hold on to the knowledge that spring is right around the corner, boy was it a long time coming!

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after bend, #89 Industrial Park Drive on right. WELCOME.



GENERAL

Appropriately, Joel as a race car driver starts with being comfortable in secure seats and safety harness system. As you might know that NCR's Safety Chair, Edgar Broadhead's notice to NCR D/E drivers is echoed by Joel's admonition that you must use a racing seat like a Ricaro with slots in back to receive the shoulder harness straps of the 6 point harness. It is unsafe (and illegal in NCR D/E events) to use a 5 or 6 point harness with a standard street or sport seat. You can buy a Ricaro seat on the Internet. Also using both street belts and 6-pt belts with street seats is frowned upon. Another important point to check is excessive movement of the seat in its rails due to excessive wear after about 10 years of use. Replace the rails if inspection reveals much wear.

ENGINE MODS

Always thoroughly tune up your engine before embarking on an engine mod program -- so you have a known frame of reference from which to measure the payoff of the expensive modifications you made. Even go to the expense of a dynamometer test to verify baseline (T) torque and (HP) horsepower.

Note: $HP = T \times RPM \times \text{Conversion Factor}$.

Remember: HP -- Helps You Pass in straight-aways. Torque -- Helps You Accelerate coming out of turns

Note: Inadvertent swapping of spark plug wires detrimental to performance shows up on the dyno performance.

CHIPS AND DME SWAPS

Changing chips actually affords little
16 Northlander

performance improvement. If you decide to "chip" make sure you use the correct one that's tailored for your particular engine or you risk blowing it up. Note: (1) Tuning is key to greater power. (2) Use 91 Octane gas preferably -- but no less than 89 depending on your engine. (3) Joel suggests taking an Electronic Fuel Injection (EFI) 101 course.

EXHAUST SYSTEMS

For 993s -- a pair of sport mufflers will buy you about 10 HP. Note: (1) On 993s you have to change the EFI software if you modify their mufflers. (2) Never bypass the catalytic converter.

SUSPENSIONS

Stiffer motor mounts -- good for track. Stock mounts wear more quickly under track conditions.

Joel's presentation held the audience captive until he asked for a break. If he had not brought the session to a conclusion they would have kept him there all day.



Photographs both pages by David Churcher .. except for Joel on the podium.

TRANSMISSION MODS

Short gears--cut rev drops/shift, i.e. allows you to shift sooner and get more power quicker.

Limited slip (LSD) affords less understeer and straighter path during braking.

Grab ratios: 993 = 25% / 65%

Turbo = 22% / 40%

Note: Factory LSDs contain discs which wear quickly. Surprisingly, aftermarket discs have longer life. Suggestions to prolong life:

-For High Performance -- add a gear-oil pump and a cooler

-If transmission is noisy try a "better" oil

-If grinding noise is detected -- do a "diagnostic disassembly"

MAINTENANCE

-964 starters likely to fail if of vintage prior to 1995. Note: Porsche now sells good rebuilt starters.

-Clutch slave cylinders and clutch and brake master cylinders must be checked for leaks and wear

-Rubber parts like belts and boots must be checked for tears and wear. Note: The best (and very costly) brake fluid is "SRF" which doesn't break down as easily under high temperatures incurred in track driving.

-Diagnostic tools -- OBDII, etc. -- testers costly (\$20K) Note: Check each ignition coil and each fuel injector separately

ALERT: I urge you to attend the eye-opening Tech Talks event on OBDII and Auto Electronics on April 12 at Precision Imports in Manchester given by Dick Horan, a certified Bosch technician.

DRIVE TRAIN MAINTENANCE

-Axles and CV Joints -- check boots for cracks that expose these critical parts to dirt and loss of lubrication.

-Wheel bearings -- check (with manual "shake test") at every event.

-Change out bearings if noisy -- or have excessive play.

-D/E tips to increase life of drive train components:

-Stay off the curbs

-Don't "fly the car" i.e. get airborne.

-Don't miss a down-shift

-Note: If you ALMOST miss a downshift, pit-out, rehydrate & relax

-Bleed clutch every year

-Every 10-15 years change the clutch master and slave cylinder

-On 964/993's, change the clutch hydraulic line.

SUSPENSION MAINTENANCE

-After 30K miles do thorough inspection including:

-Remove "top hats," springs and shocks

-Do a "hand compression" test -- if it compresses too easily replace

-On 993's, check Front "A" Arms

-Extremely large side movement of chassis occurs when the several rubber components in suspension joints wear and tear and may cause understeer and may contribute to unsettling of the car -- this may be difficult to diagnose -- a suggestion is to use a crowbar (carefully) to pick up lateral "slop" in the suspension.

-General rule: at 60K miles replace rubber components. Notes: (1) On NE tracks, the left rear suspension gets the worst wear. (2) Recommend lowering all Porsches



because the factory sets them 10%-15% over normal.

-On 964/993's with racing suspensions,

-Check ball joints for wear/play -- there should be virtually no play as the joints have built-in lubrication.

-Check mono balls for cracks and wear

-Check center locks

-Joel's observation: 996 suspensions have too many options!

ALIGNMENT

In general the results of expensive alignments done on much more expensive (about \$30K) alignment machines are questionable -- primarily because the sensitive optical instrumentation and precision component alignments are not routinely calibrated. Another key factor is the skill of the alignment mechanic. (That's why I go to Blair Talbot in Dover who has a new machine. Blair's expert work reduced my excursions into the "marbles" and rubble as well as spins, when I did DE in the past.)

-Do corner balancing -- helps fine tune ride height

-Set camber depending upon tires--
-Streets get 1 degree, tracks get 2 degrees

-Be careful not to lower chassis too much--to avoid damage to low suspension parts and engine.

SWAY BARS

On 993 that has been lowered the bar must be positioned under the rear toe links.

MONOBALLS

Shock tops on mounts are okay for "street" cars but monoball suspension joints are a must for "race" cars.

BRAKES

Race and aggressive DE cars need bigger calipers, pads and rotors, plus for higher performance cars you add devices like simple deflectors to force air over pads and rotors to improve heat transfer and cooling to promote braking effectiveness and prolong parts life (and of course your life).

BRAKE FLUID

-The best is Castrol SRF -- but it's costly.

-Bleed brakes at least annually just before driving season.

-Pressure bleeding is generally superior to vacuum bleeding, but you have to be careful of moisture.

WHEELS, OFFSETS AND FITMENTS

-Be wary of aftermarket wheels: poor quality might lead to failures.

-Avoid copies of factory wheels -- might be nice cosmetically but weak structurally.

MYSTERIOUS WHEEL FAILURE

I'll close with a [comment](#) on a very interesting discussion between Dave Karl (who racks up beaucoup track miles on his Porsche) and Joel on a unique wheel axle failure. I couldn't capture all the details but it included, most importantly torque levels used, torque wrench calibration

checks, effect of several wheel bearing changes, type of track/races run and materials of the components in the clamped wheel assembly. Since neither the exact nature of the failure nor its cause was firmed-up, as a retired GE jet engine designer I would include in the above factors highly stressed bolted joints subjected to high thermal differential stresses. I hope I can get enough details from Dave to do sufficient stress analysis to explain this serious failure which fortunately spared Dave consequential damage to his car and himself.

Please appreciate that the above cryptic notations are only a few highlights that I considered important out of a very detailed yet wide-ranging tour-de-force that Joel gave on Porsche mechanical and driving guidance. I suggest you contact one of our several competent NCR professionals, like Blair Talbot, if Joel's talk triggered in your mind any concerns about your own car. Also you can take advantage of PCA's Tech Q & A Service on their website, www.pca.org/tech which also appears as a column in *Panorama*.

Additionally, Joel advertises his services on 964, 993 and 996 Porsches in *Panorama* under "Reiser Technik."

Next year I hope to arrange with the PCA National Tech Chair a specialist on several older Porsche models many of us operate. See you then and hopefully at the rest of our Tech Talk events that shorten the long wait for spring and our many exciting driving events -- in safer Porsches and of course, with much safer drivers.



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Mark Nadler

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... continued from page 4

The day before he installed a new reduction starter and was anxious to show us how fast it started the engine. Once the starter was in place he tried driving the car out of his garage but the freshly fallen snow in his yard just made the tires spin. However, this day was favorable and he just wanted us to see that the car could move back and forth. He hopped in and slid the car out onto the packed snow with no problem. He was quite surprised and told me to give it a try. I thought he meant just move the car back and forth to see how it felt with the life back in it. I got in and had to be "trained" on how to shift it. For some reason the old automatic shift on the column Jaguars go "Park, Drive, Neutral, Low and Reverse" rather than "Park, Reverse, Neutral, Low and Drive." Unaware of this at first I move it one notch out of park, look over my shoulder and almost slide forward into Wes's garage. Well the brakes work at least!

Once I figure out the shift configuration Jay gets well behind me and says "take the car out to the road." What?! That's at least a 200 foot drive. In reverse. In three inches of snow. Well here will be the real test. Good thing there's a big back window so I can see all the obstacles I have to avoid: the huge woodpile to my right, the log that fell off the woodpile, the king's pine standing to my left, Wes's dog. After two or three times forward and back at the end of the driveway I make it onto the road. The road to Wes's house is part dirt and part paved at the outlet. Usually the dirt part is quite smooth, as Maine dirt roads go. With the terrible winter weather, the dirt part on this day is a narrow snake filled with ruts and deep mud-filled trenches. I'm thinking we'll get stuck, the boys are thinking an opportunity to test the suspension.

With great enthusiasm Jay gets into the back and Wes gets into the passenger's seat and says let's see what she'll do now that we've gotten this far. I was a bit leery but if he felt it was okay then he should know right? Shift into drive (and accidentally push it all the way to park, because I'm still new at this darn English shifter) and off we go. What a sight we must have been! We hadn't even put the new license plates on yet, so we sported

an old Connecticut plate that expired in 1981. There was an old inspection sticker from New York that expired in 1973. The hood (bonnet) was still in the garage. Thankfully there is little to no traffic on this road.

First thing Wes says is the linkage is not hooked up so the car may not shift. Good grief, I better go slow so the motor doesn't blow up! But just as he finished his statement the tranny got to 1500 rpms and shifted. "Oh" he exclaimed. Oh? What does that mean? Is that a good oh or a bad oh? No matter, I'm headed through some rapids at this point so I have to pay attention or else we'll be stuck. The old beast maneuvered surprisingly well through the deep double tracks in the road. The suspension didn't feel to bad for sitting idle so long. Of course, I wasn't sitting in the back seat taking every bump and pothole. Finally we got back up on to pavement and Wes's next command: check the brakes to see how those feel. So I stomped on them and we must have been on some slush because we slid sideways just a bit. Another surprised exclamation of approval from Wes followed by let's do it again on bare tar. Upon finding a clean spot I stepped on the brake again and this time we all lurched forward to a dead stop. "That's great" came from the passenger's seat and I was again wondering why this surprised him. Did he have doubts about his mechanical abilities?

Okay last test: we have to check the strength of the tranny with a fast acceleration from a stopped position. We found a spot to turn around to head back toward Wes's house. Slip the car back into drive and then stomp on the gas. Woops, that wasn't very fast. Did we slip on the wet pavement or is the transmission just old and tired. Jay volunteered to get out and watch what happened from the back. At this point Wes was paying close attention to the situation. This would mean the difference between his finally being rid of the beast in his garage or another month working on the transmission. Okay go! And I'm almost to the floor. The car zips smooth and straight down the road then I slow down to let Jay catch up. Wes is all smiles, routing like a cheerleader saying that it felt like the car had really taken off. Jay gets in and confirms that both tires took

off immediately and would have even chirped if the pavement wasn't so wet. Wes states we better get back as he didn't know how much gas was left in the car.

As we're driving back Wes is stating how much he enjoyed this test drive and his tone is one of astonishment. Was he second guessing his hard work? If he was, I would think this little excursion dispelled those feelings. After almost 17 years of being parked the little train wreck of a car was finally rolling along without being pushed by strong men or pulled by a tow truck's winch. Yes it was a long five months and a lot of money but the satisfaction of sitting behind the wheel finally sank in and for a moment I wasn't concerned that there was no hood or that the speedometer was sitting in the back seat and the top of the dash was sitting at home in my spare bedroom. I was happy to be the first to drive it after so long and I hope I have much more driving time with it.





The RS Spyders are fit to start the season

Stuttgart. The Porsche RS Spyders have passed the final test for the 2008 American Le Mans Series with flying colours. At the traditional winter test on the Sebring International Raceway, where the new season takes off on 15th March with the Sebring 12 hour race featuring the world's fastest sportscars, they impressed with their reliability and fast lap times.

"All in all it was a very successful test," summarised Roland Kussmaul, Head of Performance, after three days of testing on the airfield circuit in the heart of Florida. "We were able to work through our whole schedule and didn't experience even the smallest problem. From the power unit to the suspension – everything ran perfectly. If the race were to start tomorrow we would be ready."

Not only the engineers benefited from the winter test prior to the season-opener. The drivers were also glad of the opportunity to familiarise themselves with the changes made over the winter.

"The Sebring 12 Hours is the toughest race of the year. You can't just come here and expect to be at the front," said Porsche works driver Timo Bernhard (Germany), who together with Romain Dumas (France) won last year's LMP2 title and mans the #7 RS Spyder in 2008. "The circuit is difficult and demanding, and so it's important at such tests to have the chance to get up to speed before the race."

The RS Spyder – the most successful vehicle of the 2007 season with eight overall and eleven class wins – underwent further improvements to the aerodynamics over the winter. The engine was also modified with the aim of reducing fuel consumption and improving driveability. As the test showed, this worked. Timo Bernhard and Romain Dumas, who will be supported by Emmanuel Collard (France) at the Sebring 12 hour race, achieved the fastest times on two days. In two test sessions, Sascha Maassen (Germany) and his new partner Patrick Long (USA) were quickest in the #6 RS Spyder. They will be joined for America's oldest sportscar race by Ryan Briscoe (Australia).

In addition to the Penske Racing and Dyson Racing teams, both of whom fielded two RS Spyders last year, another Porsche customer team will contest the Sebring 12 hour event with a sports prototype from Weissach: Horag Racing from Switzerland will use the long distance classic as a preparation for the European-based Le Mans Series which the team will contest with the RS Spyder in 2008.



Porsche GT3 Cup S

Dr. Ing. h. c. F. Porsche AG, Stuttgart, adds another member of the 911 family to its range of products. The new GT3 Cup S, based on the road-going GT3 RS sports car, is created exclusively for racing purposes. The Weissach-developed and built vehicle will race in international championships which run in accordance with FIA GT3 regulations.

To a large extent, the 3.6-litre boxer engine is identical to the power unit used in the Porsche Mobil1 Supercup and the international Carrera Cup championships. Power output has increased by 20 horsepower to now 440 hp (324 kW) at 8,000 rpm. Maximum torque is up by ten Nm to 430 at 7,250 revs per minute. The power increase results from optimised engine electronics and a modified exhaust system.

In contrast to the GT3 Cup, the body of the Cup S is not based on the road-going GT3 but on the GT3 RS. In the wider wheel arches, considerably larger wheels can now be mounted. At the front, the rims measure 10.5 inches in width with 12 inch wheels fitted at the rear. The front section and flares are significantly different to the GT3 Cup components. An adjustable front-splitter generates more downforce at the front axle. The rear-wing is wider and positioned higher than the Cup version and provides more downforce at the rear axle.

Several suspension components for the GT3 Cup S have been taken from the more powerful GT3 RSR which races in the GT2 class at international long-distance championships. The braking system of the GT3 Cup S was adjusted to the increased power compared to the GT3 Cup. At the rear the diameter of the brake discs has grown by five millimetres to now measure 355mm.

The new GT3 Cup S costs 250,000 Euro plus national VAT and is scheduled for delivery to customer teams from April. Additionally, Porsche offers a kit to upgrade the 2007 Cup models to the GT3 Cup S standard.

Technical Specifications Porsche GT3 Cup S

Power Unit

Water-cooled six-cylinder boxer; 3,598 cc; stroke 76.4 mm; bore 99.98 mm; max output 440 bhp (324 kW); max torque 430 Nm; max engine speed 8,400 rpm; four-valve technology; dry sump lubrication; two-stage resonance intake distributor; central air intake; electronic MS 3.1 engine management; fuel injection (multi-point, sequential); fuel grade 98 RON premium plus unleaded.

Power Transmission

Six-speed gearbox with sequential jaw-type shift; compressed oil lubrication; oil/water heat exchanger; single-mass flywheel; hydraulic disengagement lever; 5.5-inch three-plate carbon-fibre clutch; limited-slip differential 40/60 %; rear-wheel drive.

Body

Monocoque body made of hot-galvanised steel; aerodynamically optimised front end with front spoiler; doors with side frames made of CFP and plastic wing mirrors; aerodynamically optimised front underfloor; adjustable rear wing; 100-litre safety fuel tank; air jack; welded-in safety cage; bucket-type racing seat (on driver's side only) with flame-resistant seat cover; six-point seat belt adapted for use of the HANS Head and Neck Support; electric fire-extinguishing system

Suspension

Front: McPherson spring strut axle; Sachs gas pressure dampers; double coil springs (main and ancillary spring); front axle arms adjustable for camber; adjustable sword-type anti-roll bar; power steering.

Rear: Multi-arm axle with rigidly mounted axle sub-frame; Sachs gas pressure dampers; double coil springs (main and ancillary spring); rear axle track arm adjustable for camber; rear axle tie-bar reinforced and infinitely adjustable; adjustable sword-type anti-roll bar.

Complete suspension infinitely adjustable (height, camber, track).

Brakes

Brake system with balance bar control.

Front: Single-piece six-piston aluminium fixed callipers; inner-vented, 380 mm in diameter; racing brake pads.

Rear: Single-piece four-piston aluminium fixed callipers; inner-vented, 355 mm in diameter; racing brake pads.

Wheels

Front: Three-piece BBS light-alloy wheels (10.5J x 18); central locking;

Rear: Three-piece BBS light-alloy wheels (12J x 18); central locking;

Electrical System

Motec display with integrated data recording; battery: 12 volt, 50 Ah, 140 Ah alternator.

Weight

Approx 1,170 kg

Golf!

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Surprise activity!



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For those of you who missed last year's event...this year is a must! You may even find yourself playing some volleyball, crossing the bridge on the playground. Maybe even watching the Red Sox! The restoration has begun and things are looking more beautiful than ever.

Due to popular demand the 2008 trip will be to the Balsams Resort again this year. The Balsams is one of the top 700 hotels/resorts in the world according to the 2007 Conde Nast Gold List - the only Gold List hotel in New Hampshire! The Balsams received a 100% score for dining.

Visit the Balsams website for full information on the amenities that we'll enjoy, but here are a few highlights:

- Golf – as part of this package, enjoy \$ 20 greens fees (normally \$ 70) at the award winning championship golf course.
- Additional activities at the waterfront include badminton, basketball, volleyball, horseshoes, croquette, bocce and shuffleboard.
- Lake Gloriette - a sparkling, 32-acre spring-fed lake that can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast (Note – jackets are required for “gentlemen” at dinner.)

Options – make the weekend what **YOU** want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We will coordinate detailed plans with the final list of folks that sign up based on your locations. The resort will also accommodate folks who would like to add an additional night to their stay.

Since we were such a fun group Gary has been so gracious to extend the same pricing package as last year. He may own a Morgan but loves Porsches!

\$129 per person, based on double occupancy – INCLUDES accommodations, dinner, breakfast, evening entertainment and facility usage (outdoor heated pool, tennis courts, hiking trails, etc) \$179 single rate is also available.

We have a block of rooms set aside, but we must firm up a number quite early. Contact social@ncr-pca.org by **June 1st, 2008 to receive the registration form**. You'll register directly with the Balsams, but you must get on our NCR list first.



ZONE *Zone 1 Concours d'Elegance & Rally* ***May 16, 17 & 18, 2008***

On May 16-18, the Niagara Region will host the 29th Annual Zone 1 Concours and Rally in Corning, New York. Weekend activities will include a Rally along the foothills of Southern New York and a Full & People's Choice Concours d'Elegance. This event is geared for both the novice-level as well as the experienced PCA member. The net proceeds of the weekend will again benefit Paul Newman's Hole in the Wall Gang Camp for seriously ill children.

The 29th Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show to be held at Wings of Eagles Discovery Center will start promptly Sunday morning at 11:00 am, placement of cars by 8:30 am. If you have any concours questions, contact Daniel Deegan at (585) 924-0271 or email: heis968@yahoo.com. The Wings of Eagles Discovery Center is located next to the Elmira Airport at 17 Aviation Drive, Horseheads, NY.

The 11th Annual Zone 1 Rally will be a straightforward time/speed/distance rally designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday at 12:31 pm, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped, meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 11:00 am and a Driver's meeting at 12:15 pm. The first car off will be at 12:31 pm. Rally awards will be given out Saturday at 4:00 pm in the hospitality suite. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email: cupcar@optonline.net

The host hotel for the weekend will be the Corning Radisson. Event registration will start at 4:00 pm on Friday, May 16, at the hotel. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 11:00 pm, again at the host hotel. Saturday evening will be a free night to explore Corning.

Weekend Schedule

Friday Afternoon –Registration (starting from Radisson Hotel)	Evening –Hospitality	Saturday Mid-day - Rally
Saturday Morning - Registration & Rally Novice School Awards ; Free Evening		Saturday Evening - Rally
Saturday All Day - Concours Preparation Concours d' Elegance		Sunday All Day -

Hotel Reservations

The Corning Radisson is the host hotel for the weekend .Participants who wish to *stay* at the hotel should make their own reservations by calling the hotel directly at 607-962-5000 (before May 1st to receive group rate) and asking for the Porsche Club of America rate of \$ 115.00 per night.

2008
ZONE 1 CONCOURS & RALLY
AT
Corning, NY
HOSTED BY NIAGARA REGION
Headquarters: Corning Radisson

FRIDAY, MAY 16TH

5:00 pm – 9:00 pm Registration Opens – Front Lobby/Bar Area
5:00 pm – 11:00 pm Hospitality Room Opens –
7:00 pm – 7:00 am Security Corral – Parking Lot
9:00 pm – 11:00 pm Beer & Wine Reception – in the Hospitality Room

SATURDAY, MAY 17TH

8:00 am – 4:00 pm Registration – Front Lobby/ Bar Area
8:00 am – 5:00 pm Concours Prep – Parking Lot
11:00 am - 12:15 pm Rally Registration & Tutorial
12:31 pm - 3:00 pm Rally Start – Corning Radisson
4:00 pm – 5:00 pm Presentation of Rally Awards in the Hospitality Room
9:00 pm – 11:00 Hospitality Room Opens
5:00pm –7:00 am Security Corral – Parking Lot

SUNDAY, MAY 18TH

7:30 am – Lineup & Tour to Wings of Eagles Discovery Center
8:00 am – 10: 00am Staging & Concours Prep – Wings of Eagles
11:00 am – 1:00pm Concours Judging
2:00 pm – Concours Awards
3:00 pm – Drive back to Corning Radisson and Departure



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... continued from page 8



Jack was ready to record all the action. Rusty Talbot was ready too and ready to share the spoils (he gave away the chocolate) .. Laura picked up one of the two fine wines in the presents.

Photographs by David Churcher .. more photographs of the party on following pages.





More candids from our 2008 Yankee Swap.

Photographs on these two pages by David Churcher except for the photo of Helmi & David by Ivy Leonard.



A "small" Sundae to finish off a meal.

Book to Paul ... restaurant gift certificates to Helmi.

Guest Tyler examines his choices.

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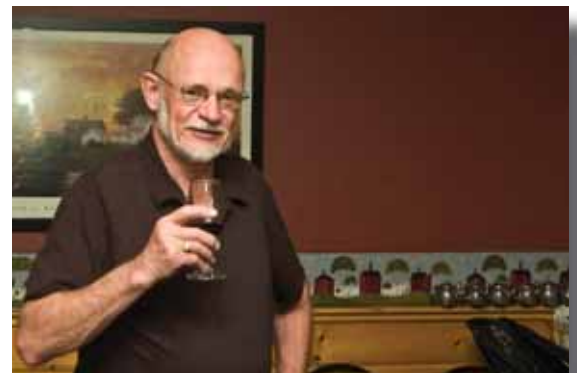
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And ... even more candid of our 2008 Yankee Swap.

Photographs on these two pages by David Churcher except for the photo of David by Ivy Leonard



Ribbons and bows ... and bells on her toes ... you know how it goes. SocialMeister Ivy had a good time and made sure everyone else did too.



The ice cream sign seemed totally out of place and that poor lobster was shivering. Photo below is not Scott leaving for the Pole. It is Ed and Nancy leaving for home.

Photographs by David Churcher





Edgar Broadhead

NCR Tech Inspectors

02/01/08

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Text and photographs by Presse Porsche.



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Greg Brown: Winner of the very competitive GTC3 class enduro in his GT3 Supercup Car.

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Barry Brensinger: 2nd in class in sprint after starting last overall... setting another B class track record.

Andy Jenks: 3rd in class of 26 F cars and 4th overall in enduro after a dramatic spin dropped him to 30th early.

Caryl Brensinger, Bruce Hauben, Wayne Mackie and Steve Boris: Finished off the podium but ran safely without problems or issues.

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ETW



A note from the Yankee Swap day:

Jack's poker face turned to one of pride as he announced the arrival of Dylan Saunders ... Jack's first great granchild!

NEXT MONTH

For next month, April, we have a special report from our correspondent in Europe. The technicians who brought the Schneizenteit V8 to us have been hard at work with their next project. This new project promises to bring incredible performance to the 911 with just a few wrench turns. Unfortunately the US dollar and the Euro have become about 1.48:1 so the project is not as cost effective as expected. But it will still prove to be interesting reading and a source of pleasure to those lucky few who can afford to buy one.



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