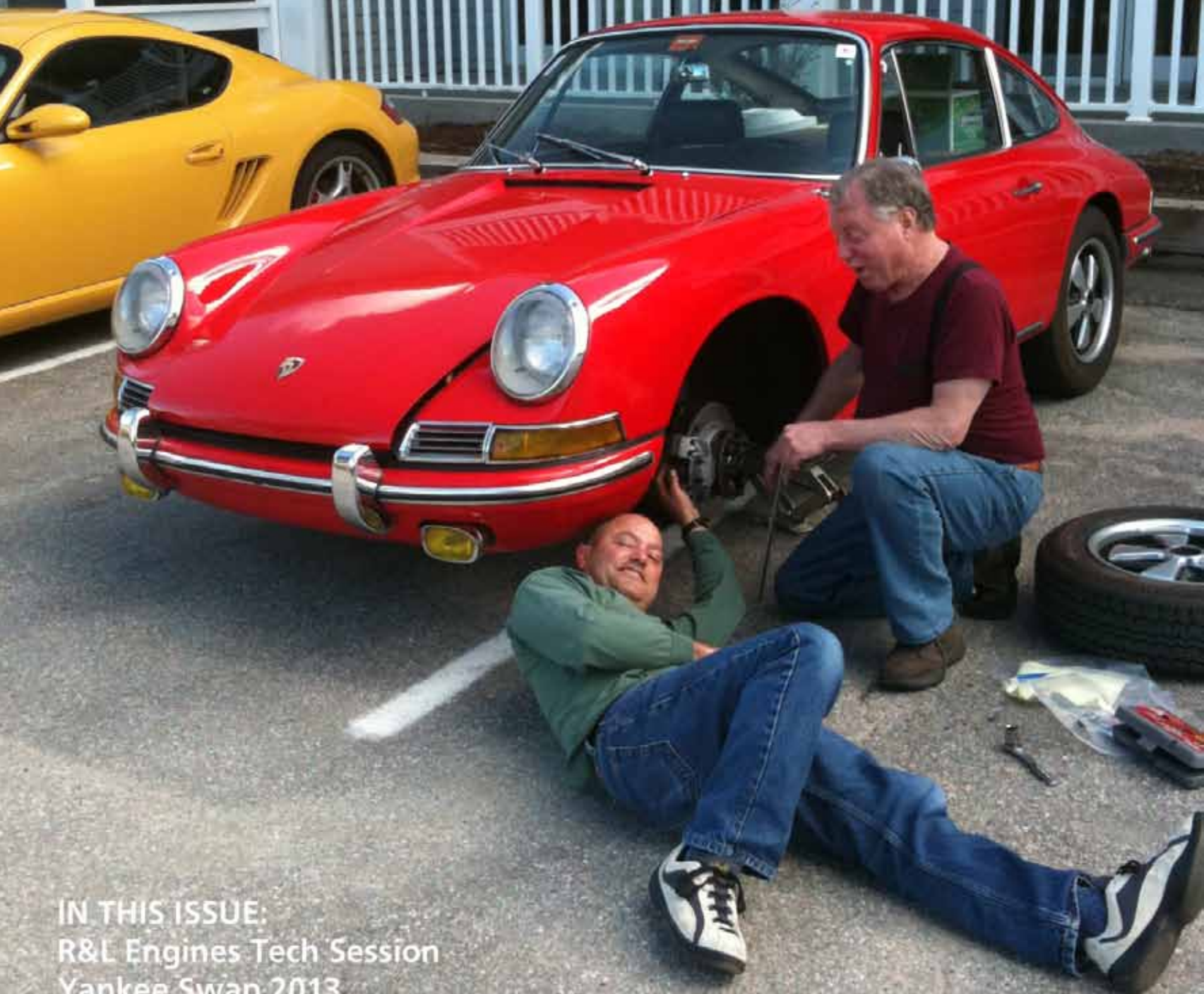


NORTHLANDER

NORTH COUNTRY REGION
Volume 36 Number 2

PORSCHE CLUB OF AMERICA
February 2013



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R&L Engines Tech Session
Yankee Swap 2013
DE Schedule 2013

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 58 for advertising rates.

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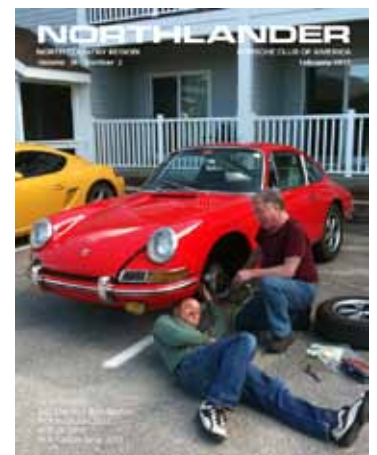


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On the Cover

Wow! February already! The cover was taken at Bretton Woods, NH at the Early 911S Mountain Melee. John Fusco (on left) lost a bolt and help was there to work through the fix.

Photograph by Hank Cowles



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CALENDAR

2/2 Dyno Session @ KMC – Kachel Motor Company 425 Canal St South Lawrence, MA 10am

Contact: Tech@NCR-PCA.ORG

2/12 NCR Monthly Board Meeting – Location TBD 6-8pm

2/24 NER Ground School @HMS Motorsport Danvers MA 10-12

Contact: stevegt3@porschenet.com



3/2 AiM Autocross Data Session @ Porsche of Stratham, Stratham NH 10am - 4pm

Contact: Tech@NCR-PCA.ORG

3/3 Day 2 - AiM Advanced Automotive Data @ Porsche of Stratham, Stratham NH 11am-4pm

Contact: Tech@NCR-PCA.ORG



We hope to see you at the upcoming events. We guarantee a great time. Edgar and Nancy always have a cheerful smile at the NCR Events.





Matt Romanowski **Wide Open**

Last month I told you how I planned on putting up some of our dates. Well, now we have them and it's a jam packed year! We have great DE dates, some really fun autocross dates, great rallies planned, and some social events that are going to knock your socks off! Carolyn Choate, our new Social Co-Chair, is really attacking her new job and planning some great events for the year.

You'll have to check the calendar on the club's website at www.ncr-pca.org to see the whole thing, but I'll give you some of the highlights. Starting with DE, we managed to get our 3 two-day events at NHMS, with April 13th being our Make-A-Wish Charity event. For anyone who hasn't been up to this event, it's really a must do. Kids and their family from Make-A-Wish come to the track, which we shut down for an hour at lunch, and get rides in any Porsche that is willing to take them. Not only are the smiles gigantic, but the money we raise for MAW is a significant contribution. In 2012, NCR raised over \$9,000 for MAW from the Charity Laps, car show, t-shirt sales, and club contribution.

Another highlight for the year is the Car Control Clinic, also known as the CCC, on April 27th. It's a great opportunity to get your Porsche out and learn some car control skills. A skid pad (where my iron stomach and I get to hang out), braking, swerving, and other exercises really work to help you know how to drive your Porsche. Whether you want to get ready for the DE year, prep for some serious autocrossing, or just learn something for the street, this is a great event. Dave Logan, CCC Chair, is working hard and getting instructors ready. Check out the club website for more info.

Even though it's far off, I'm really looking forward to the Fall Get-A-Way weekend. As I mentioned, Carolyn has been hard at work and taking the high bar that Rich set over the last few years and raising it even higher. Slated to be in North Adams, MA, there is talk of a very simple car display at the local airport, on the tarmac, surrounded by some vintage airplanes. If that isn't enough, the local British Car Club is looking to join in with us and take on a nice tour through the Berkshires. Add in a nice dinner or two, some great NCR friends, and I can't picture a better social event! I hope to see lots of you there!

To get ready for some of these events, primarily the autocrosses and DE, I've been hard at working getting things ready for Chiquita. Judy and I need to rebuild the transmission, so I recently picked up a spare for parts on one of my trips in Upstate NY. I also ordered a lot of new aircraft grade wiring, connectors, circuit breakers, and shrink tube for our new wiring harness. I'm really excited to get this project underway and have a car that I can understand the wiring in (I'm lucky I can do jumper cables!) and not have to worry about something going wrong.

I'm also working towards having the time to put the motor for my Willow Green 914 back together. I have all the parts, so it's time to find a couple of days to get everything clean, assembled, and back together. If work lets up a little, and Jackson let's me get some sleep (in between growth spurts and teething), I might just be able to do it. No matter what though, I hope to see you at an NCR event this spring and summer.



Ivy and Hank Cowles

It is astonishing to be confronted so soon with compiling, composing, printing and distributing our second issue of the Northlander. Gives one reason to pause and appreciate the time and effort required- not only to publish this newsletter - but also to staff the committees and manage the activities that provide the framework and fabric keeping this club active, vibrant and fresh. New blood brings new ideas, and I think you will find an earnest 'Welcome' in store for those of you interested in becoming more actively involved in support of and participation in the club's activities.

Speaking of new, while we are trying to live up to the standards set by David and Tracey, we are working on a few new ideas that we hope you will find interesting. We are thrilled that Greg Osche has offered a series of articles on why your car behaves the way it does...from an engineer's point of view. You know, 'for every action there is an equal and opposite reaction' stuff. Greg's first in the series is included in this issue, and I think you will find it a nice balance between common sense and science. Look for other segments in upcoming issues.

Ivy has always tried to make people feel at ease and welcomed, and has a knack of getting folks involved. With that in mind, she has put a Northlander focus on our new members, and I think that we will find a monthly segment featuring new members, their stories and their cars. This month's issue is highlighted by a great article by Ted Chivers, and his Boxster is our centerfold photograph. Many thanks go out to new member Doug Pomeroy for his contribution this month as well!

We look to draw on other outside sources for a few more technical articles ranging from restoration to mechanicals – always with permission from the original authors and/or publishers, of course. So if you happen to see an article that may hold interest for our members, please pass it along.

Lastly, on a personal note, it is with disappointment that I feel obligated to tender my resignation as NCR's Member at Large. The demands of co-editing the Northlander do not allow me to continue to properly fulfill the duties and responsibilities of our MAL position. Initially self-created and self-appointed, it has been a self-fulfilling honor to have served in that capacity. The position includes all privileges of regular membership, without limitation, including participation in Driver's Ed and Autocross, social events, and rallies, without additional charge over published rates. A self-deprecating sense of humor has been an asset, and I am sure that anyone interested in the post displaying similar traits will receive special consideration! If you will pardon the pun, it has been a great ride!

Thanks for tuning in...please feel free to get involved in any of this great club's activities!

Cheers,

Hank

MEMBERSHIP



Janet Quintero

New Members:

Jason Alden

Farmington, CT – 2011 GT3 RS

Transferred from Gold Coast Region; joined PCA 12/7/10

Edward Chivers

North Springfield, VT – 2004 Boxster S

Michael Hawley

Hampton, NH – 1987 911

Douglas Pomeroy

Becky Ohler

Dover, NH – 1986 930 Turbo

Peter Rice

Kevin Rice

Mirror Lake, NH – 2004 911 Turbo

Transferred from Northeast Region; joined PCA 12/5/12

Member Anniversaries:

1 Year

Erwin Crampton

Merrimack, NH – 2007 911 Turbo

Ryan Lindsay

Rye, NH – 2006 987.1

2 Years

Norman Ahn

Betty Ahn

Alton, NH – 2008 Boxster S

Norman Ahn

Portsmouth, NH – 2008 Boxster

5 Years

Max Illich

Hampton, NH – 2008 Cayman S

Joe Leweck

Wendie Leweck

Hampton, NH – 1959 356A

10 Years

Alex Murphy

Jenifer Murphy

Kingston, MA – 1995 993

20 Years

Robin Aube

Loralyn Batchelder

Nashua, NH – 1990 911 C4

Jerry Austin

Sharon Austin

Northport, FL – 1992 911

Edwin Bottelsen

Edwin Bottelsen – Family Member

Gilmanton, NH – 1984 911

35 Years

Mark Tuller

Deborah Tuller

Cape Porpoise, ME – 1994 911

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



Rich Willey

Where The Rubber Meets The Road

I grew up with basic cars.

Cars you worked on with a few simple hand tools, a timing light and dwell meter. Engine compartments you could sit in when you replaced a carburetor or accelerator pump. Cars with "3 on the tree." Cars with fuel pumps you could find and swap out in 20 minutes without disconnecting the battery. Cars with spare tires that could actually be used in the tire rotation. Ah the good old days.

First car I ever drove was a shoebox Chevy. A '55, four door post, all black, Blue Flame six, standard. No power anything, no chrome, no AC. Forget about Belair, or a four barrel 265 V8 powerglide. Black and gray vinyl bench seats were all the luxury you needed. I think it had a radio, but I'm not sure.

It had its quirks too. If you didn't power shift it from first to second, the lever would go into second but the transmission would stay in first. This got your attention. The remedy was to shut it off, get out on what seemed to always be a rainy or snowy day, lift the hood and manually move the shift linkage to bring everything to neutral. Then get back in, shift back to first and start over again.

You learned to power shift.

And all those 50's and 60's cars were a beast to drive.

They were heavy with terrible suspension and worse tires. Spend some time behind the wheel of one of these two ton dogs (they had real steel and real chrome bumpers back in the day) without power steering, on city streets and need to parallel park it. Better bring Popeye with you. And even if it did have PS, with a steering box, idler arm and tie rods, the steering was vague at best. Suspension was A-arms up front and was always out of alignment plus a solid axle with coil springs in the back. We put slapper bars on 'em for a reason! Bias ply tires road like a truck, turned like a sled and wore out in less than 20,000 miles. And brakes, not so much. Four wheel drums with brake shoes you had to replace all the time, and often that meant rebuilding brake cylinders because you would tear a rubber boot getting the brake springs out. I think stopping distance was measured in yards, not feet. God awful.

But I'm sure many of you are like me; nostalgic with a warm spot in your heart for that first car. We watch Barrett-Jackson or Mecum with a hint of regret that we ever sold that car. Or we lust after the one we could never afford. Maybe they were before your time and you wish you could have experienced them back in the day. If you only knew what you were wishing for....

So please don't misunderstand. I am very, very happy in the good new days. Very happy that "basic" has been redefined. Dual brake systems, ABS, and stability control are life savers. (Find the edition of Fifth Gear on Velocity or Speed Channel, which shows what happens without stability control if you need a reminder) Rack and pinion steering, radials, and independent suspension do wonders for ride and handling. Creature comforts such as AC, power heated seats, stereo, and cruise control all make long distance driving a pleasure.

Maybe the Cayman is as basic as Porsche gets these days. Maybe it was a twinge of nostalgia which led me to buy the base Cayman in black. Maybe driving them and not working on them all the time is the way it was supposed to be all along. No maybe about it.

So know that if you see a basic black Cayman out on some twisty NH back road and the driver is smiling ear to ear, it may well be me. Give me a wave and say hi.

And if you are ever behind someone in a basic 55 Chevy doing 20MPH on a Sunday afternoon drive, it is definitely not me. But give them a break, cause they are probably stuck in first gear.



Mark Watson **MY SPIN ON THINGS**

I don't think it was long after I 'penned' my last article that the weather turned and so we have now passed into that time of the year where you don't see too many Porsches (911 series, Cayman, Boxster, Panamera, etc) on the road. There are a good number of Cayennes (as one would expect during foul weather) to be seen but it's not the same as being passed by a good looking 911, Cayman or Boxster as you head down Route 3 in the morning. My suggestion is go into the garage, pull off your car cover and admire your beauty for a few moments. Spring will eventually arrive and before you know it we will be back on the road and headed to the track.

Speaking of the track, we have finalized our schedule and have been busy planning for our 2013 DE season. At the end of the article, you will find an integrated track schedule for NCR and NER events. NCR and NER will continue to co-promote our events but registration continues to be done with the host regions provider. I'd like to point out that we are having two track dinners and two garage parties. Pending approval by Lime Rock management, we will host a garage party at Lime Rock after the first day. I really enjoy garage parties because everyone gets to attend and it is a great way to end the first day. Track dinners are also special - a bit more formal but you get real food. As you all know, Toni does a fantastic job planning these activities.

If you look at the schedule, it is going to be a great season with a concentration of activities in the April, May and June timeframe. Get your taxes done early so you can enjoy our opening event and participate in the Make-A-Wish activities. Ivy promises that the event will be even better than last year.

Dave and Brian have finalized the date for the Car Control Clinic (27 April). It is a great way to re-enforce and practice what you learned at the April DE event or get a head start on understanding the dynamics of car control before a future DE event. We had to turn a few folks away last year so register early.....

We are going to host a 'DE Open House' during the May event. We are working out the details but if you want to learn and see what DE is all about, keep May 27 open. It is a holiday so you will have the time to come to the track, learn about DE, take a track walk and then meet some real DEers at the garage party.

Also, this is the last time I will be able to encourage you to attend NER's annual Ground School on February 24. It is a great way to hear what attracts so many drivers to the PCA Driver Education program, learn about some safety equipment and most importantly meet some like minded people. Even though this is sponsored by the Northeast Region, NCR members are welcome to attend. Look for a description of the event and registration information elsewhere in the Northlander. It's too late to sign up early but not too late to sign up and attend!

In case you missed it on the website, NCR DE registration opened on February 1. White, Black and Red run groups can now sign up for all NCR hosted events. To allow for promotions within the Green, Yellow and Blue groups, we are going to have two registration periods for those groups Feb 1 for the April, May and June events and June 1 for the October event.

Your NCR DE Team is excited about our upcoming season and we are planning to expand our social and educational program to continue to provide you with a safe, fun and educational experience.

Please stay safe until we see you at one of the many winter sessions that are planned. Feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

Mark


continued on page 11...

2013 NCR, Zone 1 and NER Drivers Education Schedule*

Feb 24	HMS	NER	Ground School
April 13 & 14	NHMS	NCR	DE; MAW Charity & Track Dinner on 13th
April 27	NHMS	NCR	CCC
May 07 & 08	NHMS	NER	DE
May 27 & 28	NHMS	NCR	DE; DE Open House & Garage Party on 27th
June 10 & 11	LRP	NCR	DE; Garage Party on the 10th
June 14 & 15, 16	Watkins Glen	Zone 1	Instructor day & DE
July 08, 09 & 10	Mt Tremblant	NER	DE
July 12, 13 & 14	Calabogie	NER	DE
August 06 & 07	NHMS	NER	DE
August 23, 24 & 25	Watkins Glen	NER	DE
October 10 & 11	NHMS	NCR	DE; Track Dinner on the 10th

* NCR event registration on motorsportreg.com

NER event registration on clubregistration.net



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www.mainelycustombydesign.com

NER Education Ground School

Sunday, February 24th @ 10:00am, Hosted by HMS Motorsport

SAFETY THROUGH TECHNOLOGY

Ladies, gentlemen and younger drivers.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending NER's Driver Education Ground School on Sunday, February 24th. This is NER's annual classroom-based introduction to our Driver Education program again is being graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers MA. Directions can be found at www.hmsmotorsport.com.

PCA's Driver Education program is the most popular activity offered by PCA and NER's events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory if all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us at the Ground School. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 24th is a Sunday in mid-winter, but before you know it your fellow Porsche fanatics will be completing laps on world-class tracks next spring while you're fertilizing the lawn wishing you'd taken us up on this offer.

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email stevegt3@porschenet.com.

Who should attend?

Anyone interested in learning about our 2013 Driver Education program and improving their driving.

While everyone is welcomed to register for NER's 2013 Ground School, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2013 Driver Education Ground School at HMS Motorsport Sunday, Feb 24th@ 10am

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

Cost: Early registration (must be postmarked by January 31st)- \$10 per person

Late/Onsite registration - \$20 per person

WWW.HMSMOTORSPORT.COM
9A Electronics Ave Danvers, MA 01923 • Toll Free: 888.467.3269 • Local: 978-774-1615
STILO-USA.COM • SCHROTHRACING.COM • COBRASEATS-USA.COM

Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803



**IF YOU HAVE NOT CHECKED OUT
THE NEW GOODIE STORE – PLEASE
DO SO NOW**

We have added many new items we hope you will find of interest

Wine glasses and beer glasses with NCR's logo are now available for purchase on our site. They will make great gifts.

For all those new parents and grandparents, we now have infants and toddler shirts and onesies sporting:

Stroller today – Porsche tomorrow

We have a wide variety of clothing items with either embroidery in a number of style options or screen printing with the NCR logo. Options for Autocross, Drivers Ed and social activities are available in a number of colors.

We hope you will find our site intuitive and easy to use. We have updated our system to accept credit cards. Although we experienced some long waits on the initial orders, all the glitches' are worked out and orders are being filled and shipped promptly.

We thank you for supporting our Goodie Store!!



**NCR-PCA Getaway Weekend
North Adams, Massachusetts
September 27 - 29**

*Fall in love with
the Berkshires*

- Picturesque but curvacious driving tours & side trips
- Good food & conversation
- Excellent accomodations at a great price
- Joint exotic car/plane show Harriman & West Airport

Make your reservations now: \$146.⁹⁹ per night

(25 rooms on hold, ask for NCR group rate)

Holiday Inn North Adams

413 663-6570

Questions? Social Co-chair, Carolyn Choate
crchoate@tv13nashua.com • 603 533-4984

Photo by John Burk

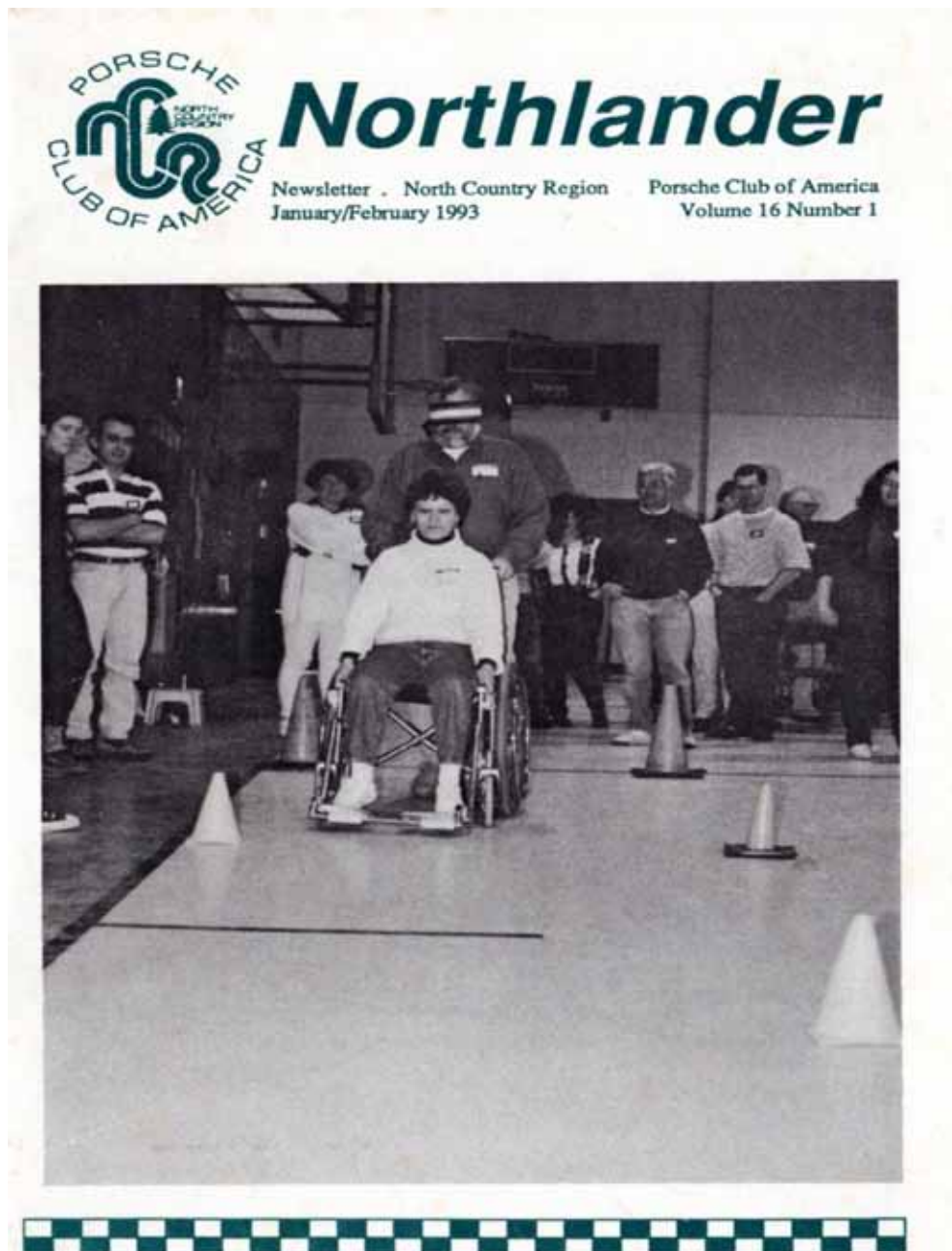


Judy Hendrickson **LOOKING BACK**

Last month I promised to reveal what the cover of the January/February 1993 issue of Northlander was all about. Well here it goes:

From Volume XVI, Number 1, January/February 1993

(all photos by Doug Hendrickson)



continued on page 16..

JANUARY POTLUCK SOCIAL

by JUDY HENDRICKSON
Photos - DOUG HENDRICKSON

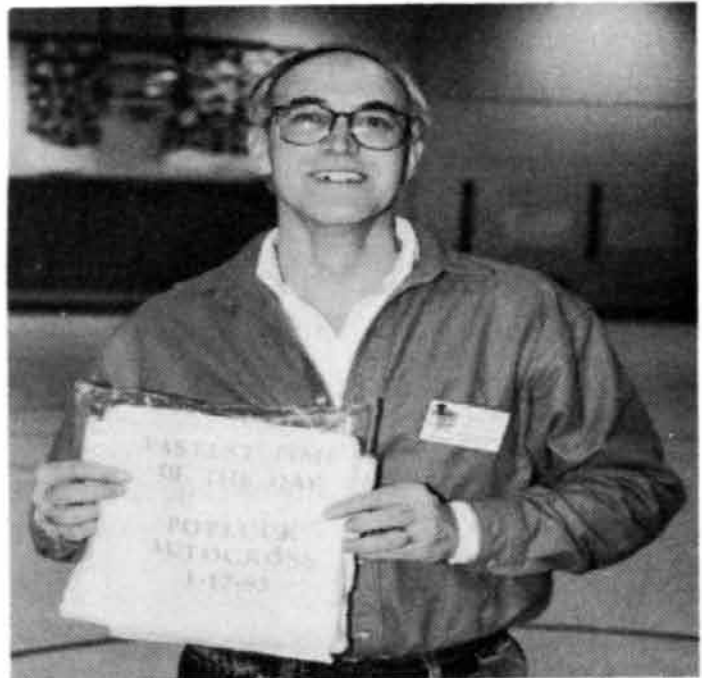
Thirty six adults and six younger Porschephiles gathered at the South Londonderry Elementary School on January 17th for a day of VALUABLE information, EXHILERATING videos, GREAT autocrossing and lots of EXCELLENT food.

Members heard first hand about this year's planned events. "Experts" Fred Bruch, Vic Oliver, Phyllis Stibler, Dick Minesinger and Doug Hendrickson were available to answer any and all questions concerning Rallying, Concourseing, Autocrossing, or Driver's Ed. Instructional videos on Autocrossing and Watkins Glen were a big hit as well as the entertaining videos on the '83 and '91 Parades featuring interviews and cars of some of our NCR members, the Monterey Historic Races featuring Porsche, and the Zone 1 Concourse.

Jim Gratton described the "team building & problem solving" experience his 6th graders get from their Sargeant Camp adventure. Proceeds from The Potluck will help sponsor one of the South Londonderry students to the camp.



*Jane Hayes & Mike Ballou take home
1ST Place honors.*



*Steve Gratton proves to be as fast in
the chair as behind the wheel.*

The BIG HIT of the day was the autocross competition. The "brothers" Gratton and Doug Hendrickson had set up mirror-image courses in the back half of the gym. "Sport" model wheelchairs, courtesy of the Granite State Stainless Steelers wheelchair basketball team, were the autocross vehicle of the day. (Wheelchairs are the only approved wheeled vehicle in the gym.)

Team competition consisted of one member in the chair as navigator and the other member pushing the chair blindfolded. The event proved enjoyable to both participants and spectators alike. Directions of Left! Left!, The Other Left! were frequently heard. After their first run, the team members exchanged roles for the second run. The competition continued after the potluck with solo competition for Fastest Time of the Day. A Special Consolation Prize in the Team Competition (custom photo note cards courtesy of Vic Oliver) and a FTD Prize (Porsche factory bath towel courtesy of Doug & Judy Hendrickson) were awarded.

j u d y

continued on page 17...

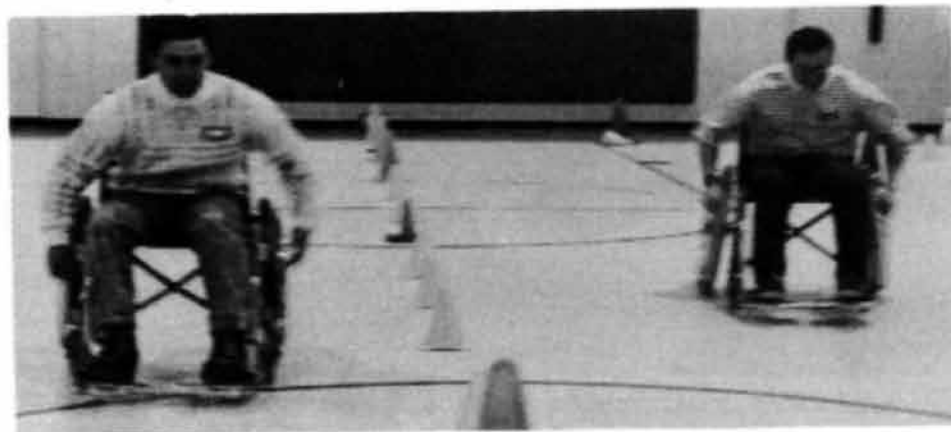


POTLUCK AUTO-X RESULTS

TEAM	RUN 1	RUN 2	TOTAL	
Mike Ballou & Jane Hayes	0:59	1:13 +1/OC	2:18	1 ST
Pete & Ellen Engel	1:07 +2	1:07 +3	2:19	2 ND
Jim & Jay Gratton	0:50	1:39 +3	2:32	3 RD
Phyllis Stibler & Dick Minesinger	1:20 +3	1:10 +4/Bar	2:37	
Griffin & Rick Casey	1:39 +9	1:28 +1	3:17	
Ed & Nancy Broadhead	1:32 +1	1:51 +2	3:26	
Chuck Tilgner & Al Guidotti	1:36	2:00 +1	3:37	
Debi Dillenger & Peter Gerbino	2:26 +5	1:10 +1	3:42	
Abe Anderson & Susan Bird	1:42 +7	1:55 +3	3:47	
Don Osborne & Vic Oliver	2:03 +4	1:35 +2/Bar	3:49	
Doug & Judy Hendrickson	2:18 +4	1:37 +1	4:00	
Pete & Linda Petersen	2:09	2:02 +2/Bar	4:18	
Scott & Heike Martineau	1:48 +6	2:21 +3	4:18	
Charlie & Meredith Bruch	3:04 +8	2:05 +3	5:20	Consolation
SOLO				
Griffin Casey	:45 +1	:52.9		
Jay Gratton	:36 +2	:31 +1/OC		
Charlie Bruch	2:14			
Scott Martineau	:42 +1	:33.5 +3		
Don Osborne	:28.47	:26.9 +1		
Mike Ballou	:28.9	:36 +1		
Phyllis Stibler	:55.6 +3	:39.3 +3		
Nancy Broadhead	:52.5	:52.66 +3		
Abe Anderson	:34	:29.53 +1		
Fred Bruch	:57			
Pete Petersen	:50	:45.79 +1		
Pete Gerbino	:42 +2	:32.8		
Jim Gratton	:29	:26.15		
Jane Hayes	:36.6 +2	:31.78		
Steve Gratton	:29.1	:25.8	FTD	
Rick Casey	:53			

(Continued on page 16)

Pete Gerbino & Scott Martineau race to the finish in the Solo competition.



continued on page 18.



Pete, Zach & Ellen Engel finished a tight second in the Team Competition.



Meredith & Charlie Bruch accept the Consolation Prize from Judy .

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April 13th, 2013



**April 13th 2013 at New Hampshire Motor Speedway,
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Each year, **North Country Region** Driver Education staff, instructors and members join together with the staff, families and children from **Make-A-Wish Foundation of New Hampshire**. Our objective is easy—to grant the wishes of children with life-threatening medical conditions and fulfill just a single one of their many dreams:

To drive in a "Porsche on the race track"

Ways you can assist, as proceeds benefit the NH Chapter of Make-A-Wish....

Charity Laps (Touring Group) Experience the **excitement** of driving the 12-turn road course during a mid-day session **in your own car!** (At reduced speeds, with no passing). No helmets are needed, and passengers, including children, are allowed. Come into the pits at any time to swap passengers and registered drivers. This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche "at reduced speed!"

Participants may be non PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features. **Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am On Track at approx 12:30pm.**

(Schedule on actual day of event may vary)



Silent Auction - This year there will be a silent auction going on in Control during this event. Be sure to check out all the wonderful items and place your bid. All proceeds go to the Make-A-Wish. so come check it out!~

Purchase a shirt to support Make-A-Wish.

Stylish shirts are being produced for this event. All proceeds from the April event will benefit Make-A-Wish. Limited quantities will be available.

Mark your calendar for April 13th 2012!
Contact me with any questions: 603-767-6461
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Northlander Fun:

6 0 4 6 0

What does it stand for?

Zip code?, street address?, time to change the oil in the Porsche?, someone's birthday?, winning lottery number?, door code for the car?, lock combination?, ??????



"The Man in the Black hat Knows" - **stay tuned for the next issue.**

Tech Session: R&L Engines Dover, NH

Photographs by Michael Firczuk - David Churcher
Story by Michael Firczuk

Sometimes things work out in spite of ourselves. Last month had been extremely hectic, and it was not until the email reminder on Friday, January 11th that I became aware that the NCR Tech Session was scheduled the next day, January 12th at R&L Engines in Dover, NH.

I wanted to go. Why? R&L owner Leo Crossitiere has had a successful and long-standing business here; when I was teaching he would invite students from our automotive program at the local NH Community College to see and learn about their work. Leo had done great work for me on the 914 2.0 heads; I love the technical immersion that you always experience there and R&L happens to be located very near home. Bob Futterer graciously said yes to my last-minute request.

It was a nice surprise to see two 911s in the parking lot when I arrived (the day that the sports cars get put away for the winter is a day of mourning and I can't wait for April). Seeing those two was a sign that spring is coming. Inside it was warm, friendly, and there was coffee (nature's perfect food). Approximately 20 PCA members were present.

R&L provides quality machining, rebuilding, and modification services for high performance, classic, and antique engines. These engines may be intended not only for street cars, but also for antique and racing boats, drag and circle track racing applications, pulling tractors, motorcycles, and trucks, to name a few. The business accepts a wide range of engine makes and types, but Leo was clear about defining their strengths and comfort zone. One never knows what you might see there, a flathead Ford here, a 1,500 hp drag racing engine there, with an Indian motorcycle engine in between. There was even a very rare Ardun cylinder head there for welding, repair, and restoration work. Porsche engine components are also present, from 356s to Mezger air-cooled and M96 water-cooled 911s.

Leo began by explaining what goes on in the "reception" area where engines are dropped off. Here each engine is evaluated, disassembled and cleaned. Leo explained that the cleaning and inspection steps are critical to ensuring the customer's expectations and the business's capabilities are aligned. The integrity and condition of each block and cylinder head are evaluated in order to decide whether they can be reused, repaired, and rebuilt. Cleaning methods to remove oil, grease, rust, and corrosion include a gas oven which heats ferrous parts more than 800 degrees F, various media treatment stations, and liquid washing equipment.

Nathan, their employee who moved up from Georgia, demonstrated cylinder boring and refinishing techniques on a GM small block using their Rottler F69A CNC Machining Center and HP6A Diamond Cylinder Hone machines. He showed how they measure and can correct for variations in factory machining tolerances. Precision measurement is clearly a mantra at R&L.

Next, Leo showed the Superflow SF600 flow bench and described their head porting capabilities and techniques. He explained that his many years of experience at this skill gave him an edge, and used a Healey 100M head that they are working on as an example.

Another employee, Tom, gave a great explanation and demonstration of engine balancing. Tom is a retired engineer with 944 racing experience. Using a model crankshaft that he fabricated, and a Model A crankshaft on the balance machine, he showed how balance measurements were taken and how weight was either removed or added to achieve dynamic balance within a few grams. Again it was clear that precision measurement and accurate results are their goal.

Continued on page 22...

Valve seat cutting, and valve guide and hard valve seat installations are done on their Serdi 101 seat and guide machine. With a performance tool, Leo cut a three-angle seat in a few seconds. He concluded the tour by explaining their engine assembly and quality procedures. To ensure that no oil leaks occur, after engine assembly and before adding oil to the crankcase, they seal the engine openings and connect a smoke machine. Escaping pressurized smoke indicates a potential oil leak. He explained that part of R&L's job was to balance the customer's performance expectations and budget with the realities of business. This includes what the competition can offer, and the quality, source, and cost of needed components. Being the middle-man means that R&L may be held responsible for introducing parts that were not known to be substandard, so they are very careful about their suppliers. The engines in the assembly room showed the diversity of their work: two small blocks built with very different components for very different purposes, and a Perkins marine engine for an antique boat that was nearly ready to be test-run and shipped.

This was a great way to spend an entire Saturday morning, even when planned at the very last minute.



Photograph by: David Churcher

A cast alloy big block racing engine (which can now also be found in a machined billet version) sits behind a steel 327 Chevy block which had a section between two cylinders welded due to head gasket failure.

Continued on page 23...



R&L employee Tom demonstrates how he accurately balances engine rotating and reciprocating parts.

The R&L Superflow SF600 flow bench.

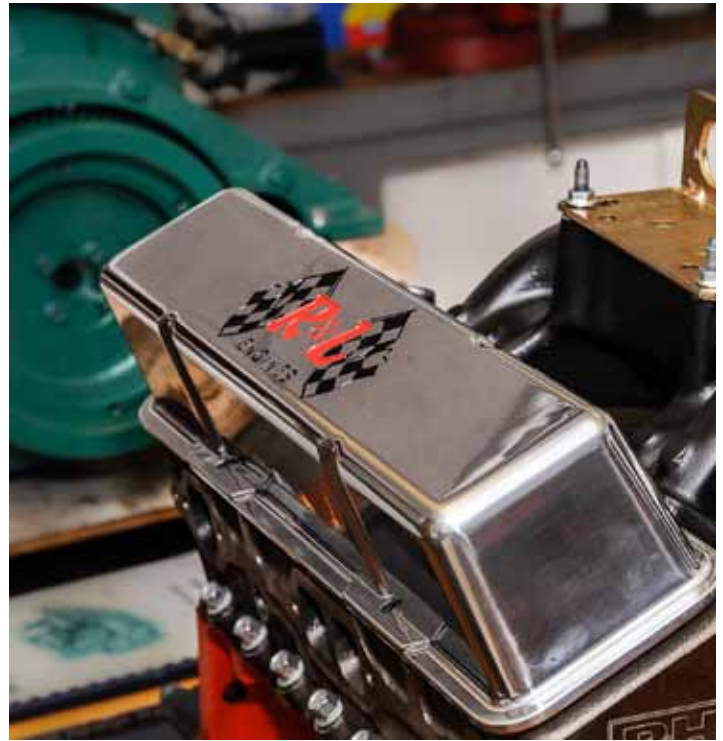


Nathan explained and demonstrated engine blueprinting, precision measuring and cylinder boring techniques on the Rottler F69A CNC Machining Center.

Photographs by Michael Firczuk

Continued on page 24...

Continued from page 23...



Clockwise from to left: Nathan torques crankshaft main bearing caps in the engine assembly room. Shiny new valve covers with R&L logo on a customer's engine at final assembly. Wow! A '53 flathead Ford with Navarro heads waiting for the intake manifold to arrive. A V8 cylinder head being ported and polished to improve air flow. This head will be returned to the flow bench to confirm increased air flow. More air allows more fuel which results in more horsepower. A 350 Chevy block having its cylinders bored to spec. Edgar inspects the flow bench which determines the volume of air and fuel flowing through a cylinder head.

New NCR Members

Photographs and Story
by Doug Pomeroy _____

My name is Doug Pomeroy and I am a new member of the North Country Region of PCA. I am the proud owner of this 1986 Porsche 930 which has a vanity plate that says "Call 911." I am an avid Formula 1 enthusiast and a former New England Motocross Champion who is still competing at 56 years old while coming up on my 40th season of racing! I am looking forward to participating in this season's North Country Region events and meeting and making new friends in the Porsche community.



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Continued on page 26...

Another Pretty Angle

Photograph by Doug Pomeroy



NCR MEMBER SOCIAL

Car Control Clinic

Technical

Autocross

WHO: New Members, Recent Transfers, Long Time Members who want to learn more about NCR activities.

WHAT: Intro to NCR. Each Board Member & Committee Chair will present a brief overview of their activities and responsibilities. Q&A time, Socializing & Refreshments.

Social

WHEN: Saturday, April 6, 2013, 1-3PM

WHERE: Porsche of Stratham, 58 Portsmouth Rd (Rt 108), Stratham, NH (approx 1 mile north on Rt 108 from exit 11 off Rt 101).

Charity

While an RSVP is not necessary, if you let us know you plan to attend it will help to determine the appropriate amount of refreshments. **Contact** social@ncr-pca.org.

Driver's Ed

Rally

Concours

New NCR Members - Harley Davidson For Porsche??

Photographs and Story by Ted Chivers

As a new member, I guess I'm entitled to spill my guts here, thanks to the invitation I received from Ivy. She suggested I tell something about myself and the car. When I told her it is a long story and that I'd do my best to keep it short, she made the mistake of telling me "no worries, I'll save space"....She must need "filler" for the next issue. Well, here we go Ivy.

I own a construction company and put off early retirement for a "while" due to the incredibly profitable business climate and economy of the last four years. In spite of that, I manage to spend time in southern Chile and Argentina in our winter, guiding folks mostly from the US on tours and fly fishing trips. My wife and I have a place in the Patagonia region of Chile, along with a 1999 Chevy Luv extended cab pickup built in Brazil with a 4 cylinder Isuzu motor. It runs great and no rust, as they don't use salt there.

Now to the car story. Having a relatively new-to-this-country (and to me) Chilean wife, I discovered she was not as interested in riding with me on my Harley Davidson as I'd imagined she might be. So my poor HD, purchased new in 2007, with a scant 4000+ miles on it, became trade bait. She mentioned once to me that wouldn't it be fun to have a convertible that we could both enjoy, where we could still feel the "wind in our face," actually have a conversation while on the road, have protection from the weather, and SHE COULD DRIVE IT! The last part scared the hell out me, but after thinking it over for a few months, and putting a grand total of 200 miles on the HD over the summer, I came round to her idea.

So now it came down to where to start my search and what to look for. My only experience with a real sports car was when I owned a 1963 (then 5 years old) Austin Healey 3000 MK II. It was great fun to drive when everything was working, which was about 20% of the time. Between the triple SU carburetors, the Lucas electrical system and the wire wheels, if you didn't have a local, knowledgeable (and inexpensive) English sports car mechanic nearby, and a bag of metric wrenches with you at all times, a 19 year old kid was pretty much S.O.L. But having said all that, up until now, I still dreamed of owning another one - nostalgia I guess, and the bad stuff always fades in one's memory. I'll cut this part short and just say that after looking on the internet at many different foreign and domestic makes and models, older and later models, I kept coming back to the Boxster. Having a good friend who I remembered owned one, I consulted with him. Bret Wright is a fellow NCR member who enthusiastically offered to help me find something that the proceeds from the sale of the Harley might cover a good portion of. Thanks to his insightful research, recommendations, suggestions, education and providing his 2000 Boxster S to us for an entire afternoon for a test tour, I was sold. He wanted to help me find some cars that he felt would be worth pursuing and that he did with as much energy, and I think enjoyment, as if it were for himself.

Practically before we started, he found an ad in Panorama for a 2004 Boxster S Spyder 550, 50th Anniversary Special Edition. That didn't mean anything to me at the time, but he explained to me the differences and extras that come on the car that no others had and he was practically drooling over the car himself, especially the lush, Chocolate Brown leather interior. So he called to see if it was still available and "we" began negotiations with the owner in the Midwest. In the meantime I continued my research trying to better educate myself, and the more I learned, the more I began to fall in love with THIS car. He made the first contact with the owner with the "basic" list of questions and eventually I took over when it came to the details and we agreed on a price. Then I didn't hear from the seller for several days. I thought, he's either really busy in his job as director of the ER in the hospital there, or he's changed his mind about selling the car. I had the feeling since the beginning that he never really wanted to sell it, but was in a situation that was putting pressure on him to do so. After sending him an e-mail asking what was up, he told me he had been really busy and would call me the next day. He did as he said and my worst thought was confirmed. He told me he just couldn't bring himself to sell the car.....Do you remember what it was like as a teenager to have the girl or guy you most desired take you down the "primrose path" only to break a date or dump you? Yeah, my heart sank. Oh well, I told him, if you change your mind, let me know, but I will continue my search. After nearly a month of negotiations and acquiring a deep desire to own this car, now I was hooked and couldn't look at any other models with an open mind, and since there were only 1953 of these built (commemorating the 1953 anniversary date of the Spyder) and this was one of only about 500 that made it into this country, the pickings were slim.

Continued on page 28...

About two weeks went by and I received an e-mail from the owner of MY car, telling me that, "no, I'm not schizophrenic, but I've decided to sell the car after all, and if you are still interested..." WOW, SHE FINALLY REALIZED WHAT SHE WAS MISSING AND CAME TO HER SENSES! (going back to the broken date)

Needless to say, we made a deal, I had the car delivered warm and cozy in an enclosed auto transport truck just before Christmas. It had been nearly two months since we began communications with the seller, I had a few service items taken care of at a shop about 2 miles from my home so all would be ready to just start her up and go in the spring. I took advantage of the April-like weather today and drove her home to my barn (which was cleaned from top to bottom yesterday in honor of the event) to wait for spring alongside my next project -- my Dad's old '48 CJ-2 as seen in the accompanying photo.

My normal PCA region would be Green Mountain here in VT, but it appears NCR has more interesting opportunities. Once I get my "wheels" under me, I'm looking forward to taking part in some of them and getting to meet some of the members. This should provide incentive to put at least enough miles on to pay for half an oil change or maybe more! I've put almost that many miles on my bicycle in some summers!

Thanks for inviting me to contribute something to the Northlander, though I'm not sure this will have much interest to anyone but me. Enjoy the winter and look forward to dry roads!



Continued on centerfold...

Dyno Session at KMC

Saturday, February 2nd., 10am

**Kachel Motor Company
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Come check out Kachel Motor Company in South Lawrence for a session on how to dyno a car! Tim Kachel will take us through the whole process from how to attach the car, running the motor, and showing us the results. He will review the dyno results and how they can be used to improve the performance of your car as well as measure the impact on horsepower and torque from any modifications you make. RSVP: Tech@NCR-PCA.ORG

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Do You Recognize This NCR Member??

Photograph by ???????



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Writing an Article for the Northlander

– By Rich Willey

Hopefully you enjoy reading the Northlander each month as much as I do. Whether it as a story about someone's beloved Porsche, recent participation in a car event or a travelogue, they all help us connect with our fellow NCRers and share our experiences.

Perhaps you have had an experience you would like to share but are hesitant to put fingers to keyboard. Or you have some photos which you consider just not good enough to publish. Well, I hope to encourage you to put those concerns aside and "just do it".

I certainly can appreciate your hesitancy. I too experience all the typical angst every time I write an article. Is it worthwhile? Did I use proper grammar? Can the reader understand what I am writing? Will I be criticized for what I wrote and the way I wrote it? Will readers find it interesting? Is the picture clear enough? Has someone else written about this subject? Plus all the other uncertainties one can conjure up.

Let me share a few thoughts on how I approach this which may help you get started. First I pick a topic or experience which I really enjoyed and which I believe others will enjoy reading about. I trust that they will, and if they don't well there is no harm. So write about what you know best. Mostly these are car related for sure but that's because I am a "car guy" from way back so I gravitate there.

Second, I write about what I felt, thought, saw and heard. Not too analytical, not necessarily perfectly accurate either. For example, I may not know every aspect of what took place at an event, but I know what I experienced. (If I were writing a technical article, I would be more diligent regarding accuracy for sure.)

Third, I don't worry about the article's length because when I don't have more to share, it's done.

Fourth, I always let the first draft sit for a day or two then revisit it before I send it to Northlander.

Fifth, with smart phones and a spouse who loves to take pictures, I often have plenty of pictures from which to choose. But I don't worry about having to include a picture.

Lastly I don't worry about perfect grammar or spelling because the Northlander staff will edit it, proof read it, etc. to "fix" it before print.

So how about it? Willing to help us by writing about your experiences and or taking some pictures for a Northlander article in 2013? Hopefully yes, because I for one would like to read about and share your experience.

To help you get started, here are a few "style" recommendations which will make it easier for you and the Northlander staff to get you published.

1) You don't have to be a professional photographer. Let your smart phone or smart camera do the work. Send the pictures in at least a resolution of 1000 by 1500 pixels. JPG format if you can. Most phone cameras and Photoshop type software will let you do that easily. Northlander staff can Photoshop it too. Please be sure to send a one line description and name of persons in the photo. Photos should be sent separately from the text. Photos can be sent to NCRNorthlander@ncr-pca.org

2) Write your article in Microsoft Word or similar word processing software and submit in simple .RTF format (rich text format). This is the editors' first choice but you can use .doc or .docx. You do not have to create .PDFs etc. Email the article to: NCRNorthlander@ncr-pca.org ... To get into the next month's Northlander the article needs to be submitted on or before the 15th of the prior month.

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Ted's beautiful car is covered for the winter and hoping for spring like weather soon. In the back is Ted Chiver's dad's old '48 CJ-2. Nice....Photographs by Ted Chivers.



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Text and photographs by Porsche.

Debut at the 2012 Los Angeles Auto Show.

Lighter, lower, more agile: World premiere of the new Porsche Cayman

Stuttgart. Porsche AG is celebrating the world premiere of the new Cayman at the 2012 Los Angeles Auto Show. The third generation of the Cayman has been completely new developed. It is lower and longer, lighter and faster, more efficient and more powerful than ever. A longer wheelbase, wider track and larger wheels enhance the driving performance of the mid-engine sports car to a level without equal in its competitive class. The new two-seater is – after the 911 Carrera and Boxster – the third sports car model line from Porsche to feature innovative lightweight body design. The new Cayman is up to 30 kg lighter, depending on the specific model and equipment, and it consumes up to 15 per cent less fuel per 100 km than the previous model – despite higher engine and driving performance.

The new generation of the two-seat mid-engine sports car is debuting in two classic Porsche versions: the Cayman and the Cayman S. The base model is powered by a 2.7-liter flat six-cylinder engine with 275 hp (202 kW). It accelerates from zero to 100 km/h in 5.4 seconds, depending on the equipment, and reaches a top speed of 266 km/h. Its NEDC fuel consumption lies between 7.7 l/100 km and 8.2 l/100 km, depending on the selected transmission.

The 3.4-liter engine of the Cayman S produces 325 hp (239 kW); the best possible acceleration from a standstill to 100 km/h is 4.7 seconds with appropriate features. The Cayman S can reach a top speed of 283 km/h, and its NEDC fuel consumption value lies between 8.0 l/100 km and 8.8 l/100 km, depending on the selected transmission.

Both sport coupés are equipped with standard manual six-speed transmission. The seven-speed Porsche Doppelkupplungsgetriebe (PDK) can be delivered as an option; it enables faster acceleration and better fuel economy.

Porsche is also upgrading the Cayman with new optional features. For example, the sport coupé is now available with Adaptive Cruise Control (ACC) for the first time, which controls the distance to the car ahead in traffic and vehicle speed, as well as a specially developed Burmester sound system. Another new feature for the Cayman is the keyless Entry & Drive system, which is available as an option.

Design: new proportions, prominent lines

The new Cayman is more distinctive than ever. Its proportions are new, and yet it is clearly a Porsche sport coupé; an extended wheelbase with shorter overhangs and 18- and 19-inch diameter wheels with larger rolling circumference are identifying visual characteristics of the car's more enhanced driving performance. Its styling is marked by precise lines and razor-sharp sculpted edges. They emphasise the car's low, extended silhouette with the windscreen shifted forward and the roof line that reaches far back. Especially expressive and characteristic are the dynamic recesses in the doors, which guide induction air into the distinctive air scoops on the rear side panels and then directly to the engine. This offers the most prominent visualisation of the concept of a mid-engine car.

From the front end, the new Cayman is marked by its dominant cooling air inlets, which increase in size towards the sides of the car. Just as unique to the new generation of the sport coupé are the large, low rear lid made of aluminium and the rear section with its wrap-around edges. Mounted directly to the rear lid is the thin blade of the rear spoiler, which – in contrast to that of the Boxster – is higher and deploys at a steeper angle. The overall appearance of the Cayman is more independent than before, and it is well-differentiated from the previous model.

The market launch of the new Cayman generation in Europe is scheduled for March 2, 2013. Base prices in Germany are 51,385 euros for the Cayman and 64,118 euros for the Cayman S, each including 19 % VAT.

Continued on page 34...



Text and photographs by Porsche.

Porsche 911 GT3 Cup

New edition of the world's most successful race car

Stuttgart. The Porsche 911 GT3 Cup is the most successful race car in the world. Since 1998, 2,395 units of the near standard vehicle for customer sport were produced. The new edition of the 911 GT3 Cup is the motorsports version of the future 911 GT3 and as such is the first race car that is based on the seventh generation of the sports car icon from Zuffenhausen. The 911 GT3 Cup will be run exclusively in the Porsche Mobil 1 Supercup in 2013. The car for one-make racing made its debut on the occasion of the end of motorsport season "Night of Champions" celebration at the R&D Centre in Weissach.

The new Porsche 911 GT3 Cup is powered by a 3.8-litre six-cylinder flat engine. It generates 460 hp (338 kW) at 7,500 revs, surpassing the predecessor by 10 hp. A six-speed dog-type gearbox developed by Porsche Motorsport which is operated via shift paddles at the steering wheel for the first time in a Porsche brand trophy race car transmits the power to the rear axle. The single piece race wheels with centre mount were also newly designed by Porsche Motorsport. The width of the Michelin race slicks was increased by two centimetres to 27 centimetres at the front and by ten millimetres at the rear axle to now measure 31 centimetres.

A newly developed race braking system further improves the excellent endurance qualities compared to its successful predecessor. The 380 millimetre slotted and inner-vented steel brake rotors at the front axle are decelerated by six-piston aluminium fixed callipers. The rear axle features a four-piston version.

During the development of the new car a particular emphasis was put on the driver safety. A newly designed safety cage protects the pilot in case of a roll or a collision as does a newly developed race seat which is distinctively shaped around the head and shoulders and can be adjusted individually with the help of padding. A rescue hatch in the roof provides easy access for primary medical attention and for the extrication of the driver.

"The new 911 GT3 Cup is much easier to drive at the limit," says Porsche works driver Timo Bernhard, who was significantly involved in the development of the new vehicle. "The car is excellently balanced. The new axle geometry is enormously positive for the handling. Apart from that the new Cup 911 is great fun to drive."

Like its predecessor the new Porsche 911 GT3 Cup is produced in Stuttgart-Zuffenhausen on the same assembly line as the road legal models. At the Motorsport Centre in Weissach it receives a general set-up for the circuit and is tested by a professional race driver before delivery to the customers. The basic price for the vehicle, which is available exclusively in white, is 181,200 Euro plus the country-specific value added tax.



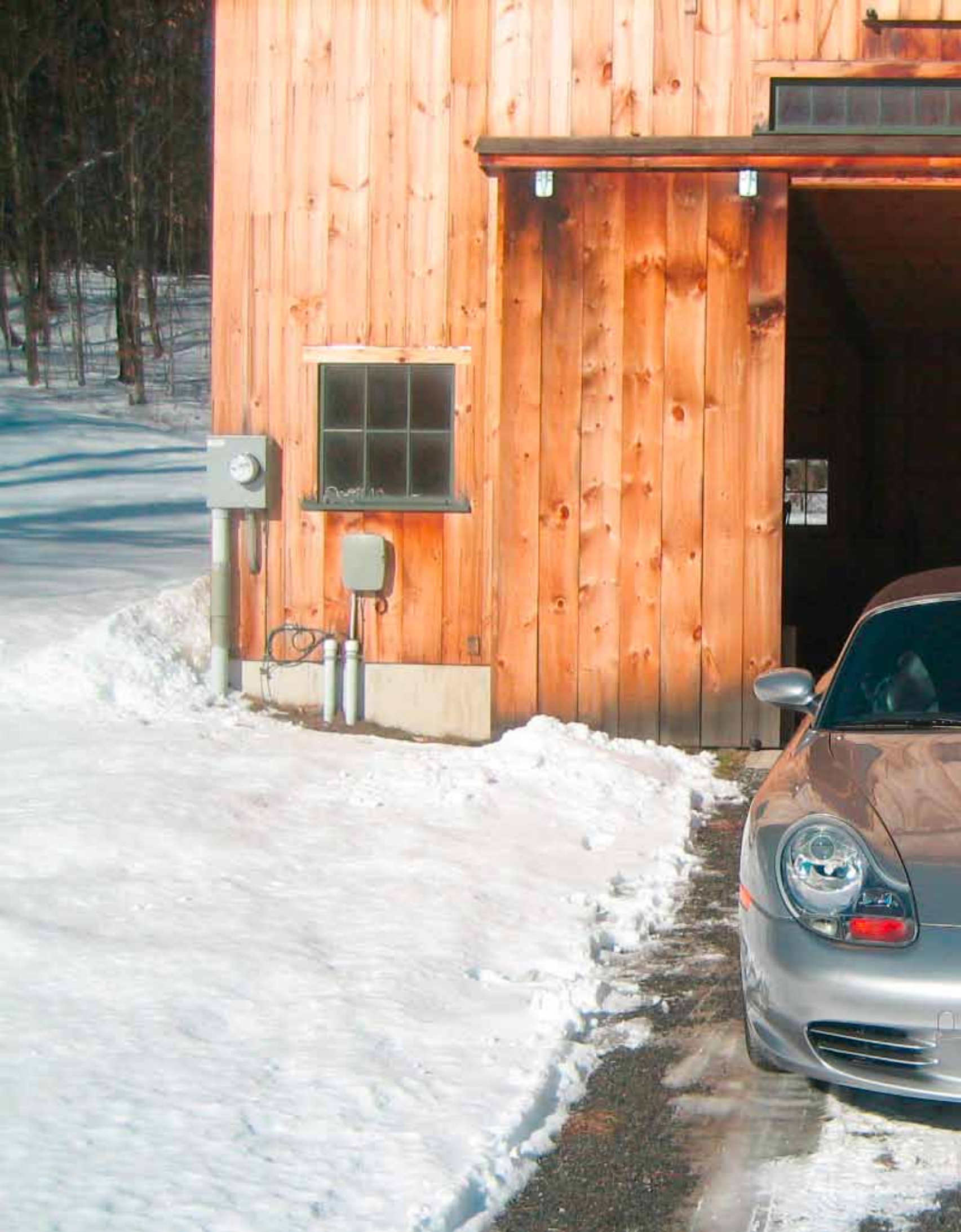
Continued on reverse of centerfold..

Tech 2013 - Northern European Automotive. Jack Saunders 944S2

Stay tuned next month for the Jack Saunders article and great photos taken by Neil Schelly.



Top left: Steve Robbins explaining what was to be worked on during the 944S2 Tech Session. Lower left: Jack Saunders watching over Edgar Broadhead and Tim McLean. Top Right: Tim McLean has everyone's undivided attention while hard at work. Lower Right: Steve Allen is very interested as he owns the same type of car. The March issue will have full coverage of this event.









Yankee Swap 2013 - January 27th



Jackson Romanowski waiting for his choice of gifts! Be sure to tune in next month to see what he got.

Below - Paul Tallo sports a fine scarf made by Judy Hendrickson while Jay Gratton grabs a great shot.

Be sure to tune in next month for the great article by John Fusco and pictures by Matt Romanowski and Jay Gratton.

See who stole what from who..... last word is Laura may forgive Jay but we can't be sure.



The Suspense...What Happened... How Did Biff Get That Shirt????



Nice Porsche shirt Biff... how did you get that?

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Track Car Physics 101

TRACK CAR PHYSICS 101

Greg Osche

1: POWER-TO-WEIGHT RATIO

When I retired from Raytheon Company in 2003 I bought myself a Boxster S as a retirement present. Its original purpose was that of a fun car that could be driven to various tennis tournaments throughout New England. But then I found out about the autocrosses located at Ft. Devens just a few miles from my house, which I pursued enthusiastically. This then led to DE events so that I quickly became addicted to the sport. As a physicist with a PhD it was only natural for me to get interested in the physics and technology associated with these modern high performance machines. Besides being an interesting academic study in itself, I found that the physics of racecars and of driving itself are important components in the education of a driver. This series of articles summarize some of the fundamental aspects of car preparation and driving, all of which are well known in professional racing circles but not always in the amateur ranks. Most of it can be found in the many great books on motor racing and automotive design as well as online forums and articles. But I have tried to embellish those results with some of my own insights and graphics so I hope they will be both interesting and helpful not just to the novice and intermediate drivers but to the advanced drivers as well.

This month's topic is power-to-weight ratio, what it means and how it can be used. Although seemingly very simple it hides a lot of physics that can be used in a variety of ways. A high power-to-weight ratio obviously implies high straight-line performance, but not necessarily high power. One can have modest power and a lightweight car and thereby achieve some very quick lap times. But the question arises as to how to compare the two. Rule of thumb estimates can be found in the literature and are frequently stated to be 10 or 20HP per 100lbs of weight reduction. But how do these estimates come about and why are they different?

Continued on page 44...

Mathematically the power-to-weight ratio is written P/W where P is the power in horsepower (HP) and W is the weight of the vehicle expressed in pounds (lbs). But this is somewhat of a misnomer because weight is not the same thing as mass and it is mass that determines the response of a vehicle to an applied force. The distinction follows from the fact that weight is a force that points in the direction of gravity and is therefore dependent on where on the surface of the earth the vehicle is located (high or low altitude, North Pole or equator). On the other hand mass is a fixed number characteristic of the material of the car. Weight goes to zero far from the earth while mass remains fixed for all locations.

The weight of a vehicle follows from Newton's second law $W = Mg$ where M is the mass and g the acceleration of gravity, which is the same for all bodies at the same location. However, acceleration due to an applied force F is given by Newton's law in the form $F = Ma$ where a is the acceleration. The force is at the wheels and is determined by the horsepower of the engine and the efficiency of the drive train. We can express the force directly in terms of the weight by substituting for M , in which case we obtain

$$F = W \frac{a}{g} \quad (1)$$

In this way we can talk about the mass of a vehicle directly in terms of its weight as long as we also talk about the acceleration in terms of g 's, both corresponding to the same location. But this is exactly how track drivers refer to the forces that they experience so the formula is particularly relevant to racing discussions. For example, it is easy to see that a car that accelerates at half a g ($a = 0.5g$) requires an applied force equal to half the weight of the car.

The units of mass are, by definition, different than those of weight. But in the United States much confusion arises because the common unit of weight is the pound (lb) while that of mass is, well, also the pound. In order to distinguish the two, engineers refer to the unit of force as the pound-force and the unit of mass as the pound-mass. We will use

Continued on page 45...

these definitions in those cases where confusion might arise. Interestingly, all these problems with units are eliminated in the metric system for then the unit of force and mass become the Newton (*nt*) and the kilogram (*kg*), respectively. Unfortunately the acceptance of this system in the US is long overdue.

The above discussion tells us that it is power-to-mass ratio that we wish to define where mass can be expressed in terms of the pound-mass or pounds for short (since we will not be talking about force.) We want to know how much power we would have to add to an engine to achieve the same power-to-mass ratio as that achieved by reducing the vehicle mass by ΔM . Mathematically this can be written

$$\frac{P + \Delta P}{M} = \frac{P}{M - \Delta M} \quad (2)$$

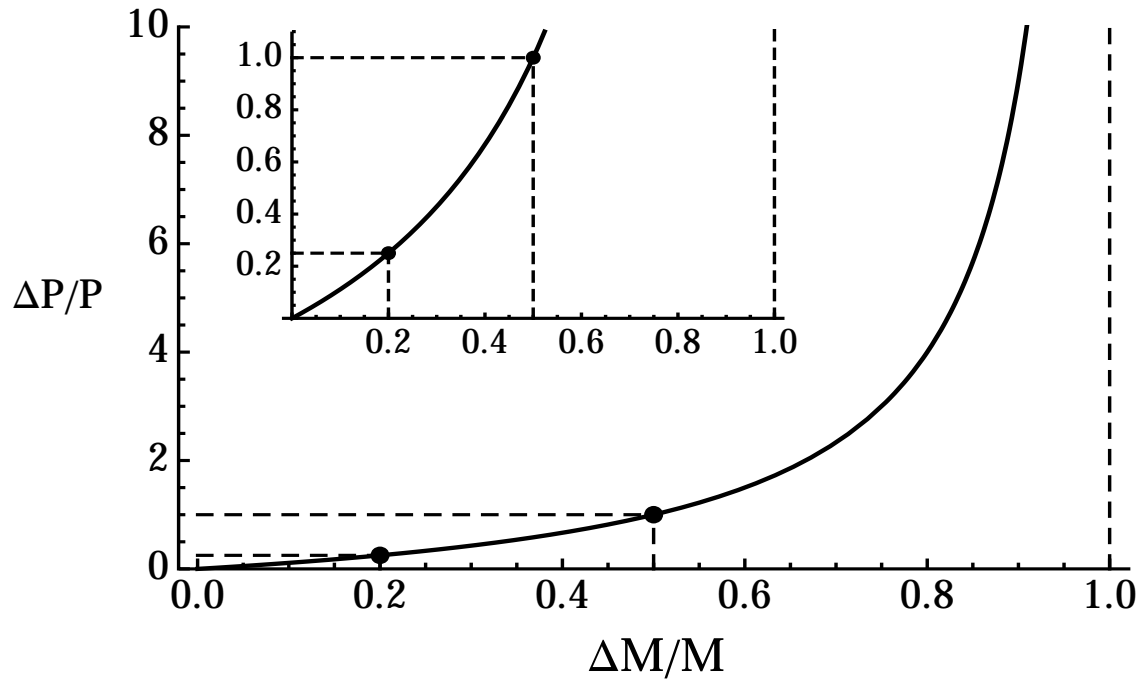
A little algebra leads to

$$\frac{\Delta P}{P} = \frac{\Delta M/M}{1 - \Delta M/M} \quad (3)$$

In this form we have reduced the problem to one of fractional changes in mass and power. Note that reversing the \pm signs in the above equations corresponds to the case of effective power “loss” due to “added” weight, such as that due to an instructor in the passenger seat!

Equation (3) is plotted in the accompanying figure where it can be seen that as $\Delta M/M$ approaches one the equivalent power increase approaches infinity! Not to worry since this is simply a theoretical limit that has little to do with reality for if we removed the entire mass of the car we would not have a car. Moving to the left in the graph we see that if $\Delta M/M = 0.5$ then $\Delta P/P = 1$ so the equivalent power increase in this case would result in a doubling of the horsepower. This is also an extreme case but not impossible for low power heavy vehicles.

Continued on page 46...



For most track vehicles however the interesting range is below about $\Delta M/M = 0.3$ which is better seen in the expanded scale inset. For example, in the case $\Delta M/M = 0.2$, which would correspond to reducing the weight of a nominal 3000 *lb* Porsche by $\Delta M = 600$ *lbs*, we find that $\Delta P/P = 0.25$. For $P = 250$ *HP*, as in the case of my Boxster, this amounts to an equivalent increase of $\Delta P = 62.5$ *HP*. For $P = 500$ *HP*, as might be the case for a GT3 RSR, it yields $\Delta P = 125$ *HP*. Dividing these effective powers by ΔM and multiplying by 100 yields 10.4 *HP* per 100 *lbs* and 20.8 *HP* per 100 *lbs* of weight reduction, respectively. These are (by design) close to our original rule-of-thumb expressions but we now know where they came from and, more importantly, why they are different. For a given fractional weight reduction, the latter generally applies to higher power vehicles and the former to lower power vehicles. However, if one wishes to be precise the exact parameters of a vehicle should be used. In the next article this formula will prove useful in calculating effective power gains obtained by reducing the mass of rotating components such as wheels and flywheels.





Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events.

Ayer European Auto Restoration	Maine	207-582-3618
Autosportnortheast	Maine	207-698-1000
German Auto Service, Inc.	Maine	207-282-3013
The Boston Sportscar Co. LLC	Massachusetts	781 647 7300
Exotech	New Hampshire	603-382-3599
Sports & Vintage Car	New Hampshire	603-675-2623
Dupont's Service Center	New Hampshire	603-742-8627
Loader Imports	New Hampshire	603-887-0911
Series 900	New Hampshire	603-863-0090
Porsche of Nashua	New Hampshire	603-595-1707
Blair Talbot Motors	New Hampshire	603-740-9911
Matt Romanowski	New Hampshire	603-674-3250
Precision Imports	New Hampshire	603-624-1113
Edgar Broadhead	New Hampshire	603-526-6578
AVA Restoration	New Hampshire	603-563-8910
JSP Motorsports	New Hampshire	603-477-9738
Northern European Automotive	New Hampshire	603-228-0533
Continental Automotive Repair Service	New York	845-356-2277
Auto Union	Vermont	802-223-2401
Green Mountain Performance Co.	Vermont	802-775-3433
Eurotech	Vermont	802-660-1900
Renline Inc	Vermont	802-893-7366
The Metric Wrench	Vermont	802-751-8577
Heads Up Motorsports Inc.	Vermont	802-886-2636

Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.

- * **CHANGE THE OIL AND FILTER**
- * **FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- * **CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- * **OVERINFLATE THE TIRES TO 50%**
- * **LEAVE THE WINDOWS OPEN 1 INCH**
- * **INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- * **LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- * **WASH AND DRY THE CAR**
- * **APPLY A FRESH COAT OF WAX**
- * **REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- * **MOVE THE CAR TO A DRY LOCATION FOR STORAGE**

PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.



epe.com/musings



On another note: What the heck are Lisa, Joe, and Hank doing with that horse??



Another shot from Steve Robbins at the Northern European Automotive Tech Session working on Jack Saunders 944S2 clutch replacement. Stay tuned next month for more: In this picture Past President, Jay Gratton giving thumbs up approval!

Sale: 2000 Porsche 911 Coupe. Only 63,400 miles. 300 HP, 6 speed, totally stock. factory options include: Xenon headlights, Navigation System, 6 disc CD Changer, 18" Sport Classic wheels, heated full power seats, AC, PS, PW, PL, PSM, Rear wiper, power sunroof, cruise control, and more. Black Metallic with Gray leather. Clean Carfax, never hit. stored indoors and never seen snow. \$22,900 or BRO (may consider trades) contact Michael Lucci 603-718-5581 or email porschepoor@gmail.com



1986 Carrera Targa, guards red/blk int, 34,000 mi, immaculately maint orig car. Garaged, no smoke, no winter, no accidents, new tires, orig Blaupunkt stereo, tools, cover, storage. "skates", \$33,900. Must see this time capsule.

Dana Lynch, Dover NH. 603-674-6864 or email: danahasmail@gmail.com

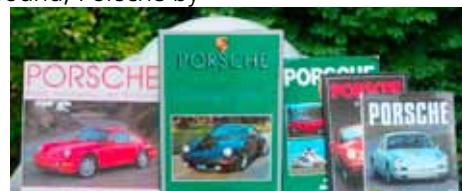


Books: (\$50.00 for the lot)

Porsche by Randy Leffingwell - paperback, Porsche by Chris Harvey - hard bound, Porsche by Michael Cotton - hard bound, Porsche by Nicky Wright - hard bound, Porsche by Susann Miller - hard bound

Prints: (\$200.00 for the lot) - individual photos available.

Porsche race car by P. Hearsey - ZONE 1 class winner award
 911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
 356 Roadster at North Andover commons by Susanna Weber - NER region - class winner
 All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435



CARS FOR SALE:

1977 911S Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$21,500, add \$500 for test drive with Ivy. Pictures and more details available upon request.




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1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email Ivy@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO



1980 911 SC white / black leather. CA 91AO141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

WANTED: Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

ITEMS FOR SALE:

Bridgestone Pole Positions RE050A 225/45/17 and 255/40/17. Fronts are almost new and the rears are in great shape. The came with my car and I have been saving them as "wets" but I'm just not using them. \$425 for the set of 4. email pgr928@yahoo.com or call Pete 603-505-0910

914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contoocook/Hopkinton, NH frank.sanford@us.army.mil

SALE: '80 Mazda RX7 alloy wheels (2) with snow tires \$250 ... DavidChurher@comcast.net, 603 799 4688



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Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.



Zone 1 Rally and Concours Hosted by North Country Region

Well it' is not too early to think about Spring ! When you need to reach under your car covers, loosen those trickle chargers (if you have one), and shake off the remnants of that winter malaise.

The Annual Zone 1 Concours & Rally will be held in NH/ME Seacoast the weekend of May 18th & 19th. 2013. Weekend activities will include a Sunday Rally to York ME. On Saturday a Touring & People's Choice Concours at the Redhook Brewery **1 Redhook Way Portsmouth, NH 03801**.

We are offering something for everyone to enjoy. The host hotel will be the Homewood Suites in Portsmouth NH. **100 Portsmouth Boulevard Portsmouth, NH 03801 603-319-8626 or FAX 603-427-5410**

This event is not to be missed.

Cost: If registering by 5/1/2013 - \$15 for Rally, \$30 for the Concours or \$40 for the combo. After the 1st, the registration goes up \$5 per event. The Peoples choice admission is \$10 to be donated to the Make A Wish.

Checks made out to Zone 1 PCA. Mail to: Jay Gratton 747 Mammoth Road. #3 Manchester, NH 03104
or Register at : WWW.Clubregistration.net

The Saturday evening dinner location to held at the Cochecho CC Dover, NH. – to Order off menu. RSVP will be needed for a head count. More to come on the dinner.

Saturday, May 18th is the Concours, bring your favorite car to Red Hook Brewery(<http://redhook.com>). Registration to begin at 10am. Look for the signs.You can also find Concours details and information on the Zone 1 website (<http://zone1.pca.org>).

Sunday's Rally begins with 9am registration back at the Redhook Brewery, followed by the drivers meeting at 9am. First car off at 9:30 and then you're off against the tricks and trade of the NCR Rally master's! What will they be up to?? The rally route should take about 2-2 1/2 hours along the picturesque New England Coast. Ending at a beautiful Stage Neck Inn in York ME. <http://www.stageneck.com> The Stage Neck Inn will be providing a Sunday buffet (to be paid by each attendee). There will be a brief awards program.

Hotel for Friday and Saturday night information as follows: Hotel will fill up quickly – so call them and book now by Calling the hotel directly (603-427-5400) and using the group code **PCR for the Porsche Club group**. -OR- Online at www.portsmouth.homewoodsuites.com; enter dates of arrival and departure, and be sure to click on the "Add Special Rate Code" button. There you will see a group code box appear, where you will enter PCR. This will pull up the group rate. It is a two night minimum for the group rate. Without the two nights the rate will not show in the system.



CALLING ALL CONCOURS JUDGES AND THOSE WHO WANT TO BE

We need you for the May 18, 2013 ZONE 1 Concours to be held at the RED HOOK Brewery, Portsmouth, NH.

If you can help us with this, please contact (by April 30, 2013)

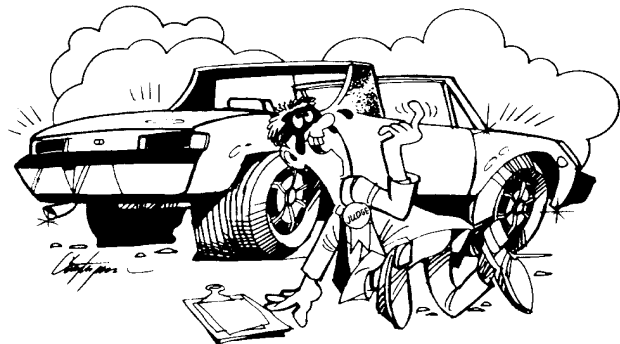
Jay Gratton, North Country Region
jeg914@aol.com
603-440-9804

with the following information:

Preferred model (not your own, if entering the Concours) - first and second choices

Preferred area (first and second choices): Exterior (head judge), interior, storage or timer

The facility will be open by 9:00AM with Judges cars being placed at 9:30 AM and others beginning at 10:00 AM. A Judges Workshop reviewing scoring, deductions, procedures, consistency, approach to participants, etc will be held between 10:00 and 10:50AM. While this workshop is especially important and **mandatory** for all new judges, it will be a good review for approved PCA National Judges who are welcome and encouraged to attend.



Wanted: NCR Rally Chair

Over the last few years we have had the pleasure of serving the NCR membership as the Rally Co-Chairs. We are now looking for new leadership as we are stepping down.

The position is responsible for organizing a Spring Rally, a Summer Ramble and a Fall Rally. The Rallymaster has a great deal of latitude in organizing and planning the events. With the assistance of NCR volunteers, we have tried to locate the events in different parts of our region. Planning a rally in the mountains, lakes, and coastal areas with wonderful touring roads makes the position most enjoyable for the Rallymaster.

The rallies and rambles are key to attracting many new members to become involved in the calendar of events that NCR offers. It is also an event that allows families to be included.

The Rallymaster functions as the organizer/facilitator of an event. Members have been great in coming forth and offering to develop a route or assist with a luncheon spot, prizes, scoring or writing an article for the Northlander. The calendar for 2013 has been set for dates. The Spring Rally will be the Zone 1 Rally scheduled for May 19. This event is already planned. It will be starting in Portsmouth, NH and ending with a buffet luncheon along the coast of Maine.

Anyone interested in being considered for the position of NCR Rallymaster should contact Matt or Rich.

Sincerely,
Jim & Deb Gratton

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NCIDQ #001920

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A Brief History of North Country Region, Porsche Club of America

In 1977 a group of PCAers (mostly from New Hampshire, but with a few from neighboring towns in Maine and Vermont) grew dissatisfied with having to travel to the Rt. 128 area of Massachusetts (Northeast Region) or Portland, ME area (Down East Region) for Porsche events. They organized under the leadership of Michael Grishman (proprietor of Foreign Intrigue, then Pine Hill Automotive) and applied for a Region Charter of their own from the Porsche Club of America. The requirements were met and North Country Region became the 107th Region chartered by the Porsche Club of America on February 13, 1978. Its territory originally included all of New Hampshire and Vermont with the exception of Bennington County, Vermont, which was part of Hudson-Champlain Region at the time. In 1986 North Country surrendered its Vermont territory to the newly formed Green Mountain Region of PCA.

Always known as a friendly go-getter region, our newsletter, the Northlander, actually predates our charter with the first issue being in January of 1978. That issue lists the 26 charter members, four of which are still members: Ed and Nancy Broadhead, Richard & Laurinda Currier, Michael Grishman and Judy Hendrickson. From those 26 members in 1978 North Country has grown to over 450 as of the end of February 2006.

That first year also set the stage for North Country's winning ways as the Northlander was recognized at the 1979 Porsche Parade in Reston, VA, with a First Place finish in its newsletter class. Subsequent years saw the Northlander recognized many times in the national newsletter contest with the crowning glory being the Heinmiller Award for Best Newsletter in PCA at the 1994 Porsche Parade at Lake Placid, NY.

1994 was a particularly glorious year for North Country as the Region also won the Ferry Porsche Trophy for Best Region in PCA. The Region was also proud of their efforts in organizing and executing the Parade Concours d'Elegance. The precision and elegance of the display is still commented on throughout PCA and is held up as the standard to meet. The Region has since won the President's Parade Trophy in 1999 (Mont Tremblant, Quebec) recognizing the region with the most attendees considering size of the region and distance traveled.

The Region is a reflection of its people and we have been honored to have two of our families and one of our members recognized as PCA Family of the year and Enthusiast of the Year. Rob and Linda Morse along with their two sons, Chucky and Timmy, (1990) and Jim and Deb Gratton along with daughter Janet and son Jay (1997) have been selected as PCA Family of the Year. Matt Romanowski was honored as PCA Enthusiast of the Year at the 2001 Parade in Milwaukee, WI as was Ellen Beck at the 2002 Parade in Boise, ID.

Individuals have represented the region well at Parades winning in all events. We've even had overall winners in the Tech Quiz (Men's Division - Ed Broadhead in 1974, Women's division - 6 times - Judy Hendrickson) as well as had members win the Long Distance Trophy three times (two times the parades were in California, one in San Diego - 1992 and the other in Sacramento - 2000 with the third Parade being in Boise, ID in 2002). We have also been fortunate to have one of our members recognized with the Zone Reps Award for Extraordinary Service to PCA (2000) and count several past and current national staff amongst our members.

North Country prides itself on being known as the friendly region. We have a varied calendar of events (Driver's Ed, Autocross, Rally, Tours, Social, Car Shows, Tech, etc) and an open, welcoming personality. We welcome new members and ideas. Won't you join us for some fun in your Porsche?

Judy Hendrickson, NCR Member.

<http://ncr-pca.org/>

SAVE THE DATES FOR THE 2013 PORSCHE GATHERINGS AT
LIME ROCK PARK



2013 PORSCHE CORRAL & GATHERING SCHEDULE

ALMS NORTHEAST GRAND PRIX - JULY 4 - 6

CORRALS ON JULY 5 & 6 AT THE PORSCHEPLATZ TENT

HISTORIC FESTIVAL 31

CORRALS ON AUGUST 31 & SEPTEMBER 2

PORSCHE SECTION IN THE SUNDAY IN THE PARK CONCOURS & CAR SHOW ON SEPTEMBER 1

GRAND-AM CHAMPIONSHIP WEEKEND

CORRAL ON SEPTEMBER 28

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BTW



For those that did not recognize that smile, it is NCR member Steve Robbins in the earlier photograph!

BTW

Do you recall the Northlander article last year about the Singer 911?

For a really brilliant update on the Singer go to www.NewsLetter@FlatSixes.com and look for the Chris Harris DRIVE video. You can find it on YouTube if you want to go directly. But cruising through the Flat Sixes site is a treat too.

The video is 30 minutes long and every minute is packed. If you understand Brit English there is some humor (humour) in there as well.

The bottom line is the Singer is being placed in the same class as RUF. And justifiably so.

Enjoy
David



NEXT MONTH

Additional Tech Sessions
More on the Yankee Swap

Northlander advertising rates:

Back Cover ½ page - Color		
	\$96.00/mo.	\$1152/yr.
Inside front cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside back cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside front/back cover: Rotating full page ads	\$90.00/mo.	\$1080/yr.
Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)		
Full page - non rotating	\$85.00/mo.	\$1020/yr.
½ page - rotating	\$60.00/mo.	\$720/yr.
This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread. - ¼ page - rotating		
	\$50.00/mo.	\$600/yr.
This option will allow the use ½ of page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month.		
1/8 page/Business Card	\$15.00/mo.	\$180/yr.

Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertiser's part way through the year.



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