

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 36 Number 1

March 2013



## IN THIS ISSUE:

Targa Wrest Point (Tasmania)

Yankee Swap 2013

KMC Tech Session

NEA Tech Session

...and more!

An impressionistic painting of a winter landscape. The sky is a mix of warm, hazy colors like pink, orange, and light blue. A bright, glowing sun or moon is visible in the upper left. The ground is covered in snow, with patches of green and blue. In the foreground, there are dark, textured shapes that could be trees or bushes. The overall style is soft and atmospheric.

**Many Porsche drivers find splendor in our  
New England winters....**

**Many of their Porsches however, rarely have the  
opportunity to experience it...**

[epe.com](http://epe.com)

**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.**





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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 60 for advertising rates.

# NORTHLANDER

**NORTH COUNTRY REGION**

**Volume 36**

**Number 3**

**PORSCHE CLUB OF AMERICA**

**March 2013**

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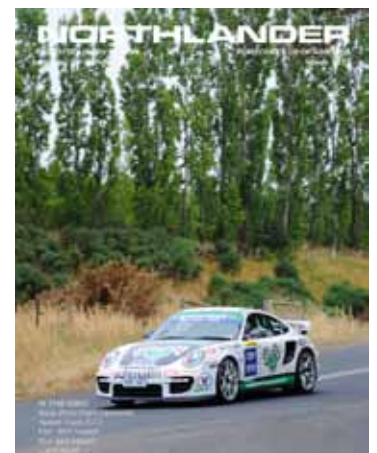
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## On the Cover

Yikes...it is March! The cover was taken by David Churcher on his trip to Australia. Jim Richards and Barry Oliver on Stage 1 of Targa Wrest Point. Nice shot...



## BOARD

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# CALENDAR

3/2 AiM Autocross Data Session @ POS, Stratham NH  
10am - 4pm Contact: Tech@NCR-PCA.ORG

3/3 Day 2 - AiM Advanced Automotive Data @ PPOS,  
Stratham NH 11am-4pm Contact: Tech@NCR-PCA.ORG

3/12 NCR Board Meeting @ TBD 6pm

3/31 NER Autocross School @ Devens 8am www.porschenet.com

4/6 An Intrduction to NCR - New Member Social @ POS 1-3pm  
Contact: Social@ncr-pca.org

4/13 DE Season Opener and Make A Wish Event April 13th  
Contact: Charity@ncr-pca.org

4/27 Car Control Clinic - New Hampshire Motor Speedway 10am-3  
Contact: CCC@ncr-pca.org



## 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.





## Matt Romanowski **Wide Open**

Sadly this month the Porsche world has lost two great people. Bruce Anderson passed away February 9th and John Williamson (Otto of Otto's Venice) passed away February 7th. For those who knew these two great guys, no explanation of their Porsche connection is needed. For those who don't know about them, I'll tell my personal story of meeting them.

Bruce Anderson is literally the guy who wrote the book. Bruce's book *The 911 Performance Handbook* is the bible of all things air-cooled 911. It has tons of info in it – everything from engine modifications to stock brakes. The book pulled from Bruce's background of working on Porsches since 1965 and 911s from 1966. If the book wasn't enough, Bruce was also the PCA Tech Committee Chair for 20 years and was the technical editor of *Excellence*. His valuations were still published in *Excellence* until this year. If that wasn't enough, he's been a Pebble Beach judge, Amelia judge, guest at the Porsche Factory, LeMans winning mechanic, and much more.

I remember the first time I had any real interaction with Bruce. I was in high school and AOL instant messenger was a big deal (remember that?). Jay Gratton had sent me a message that he was IMing with Bruce. The Bruce Anderson! Not to be out done, I did the same. I sent over a couple of 914 questions and he answered them right back. Wow – this Porsche celebrity was messaging with us!

I had sent him a couple of questions through the years, but my next big involvement with him was at the Ft. Worth Parade in 2004. One night I was at the hotel bar with a bunch of people and Bruce and his wife Stephanie came by and sat down. I introduced myself and we struck up a conversation. I couldn't believe that I was hanging out talking to Bruce. He was the nicest guy and so full of Porsche knowledge. And he had great stories about racing 935s and everything at LeMans and everywhere else. His wife Stephanie was no slouch either – she was one of the nicest people I've met in PCA. We stayed up until somewhere around 2 in the morning, with more Porsche celebrities stopping by to see Bruce. All of the National Tech Committee, Peter Porsche, and more would walk by and say "Hi" to Bruce.

From then on, we were friends. We would chat at Parades and trade an occasional email. I always waited for the 914 valuations in *Excellence* (the September issue maybe?) and read his tech answers. I was Facebook friends with him and would get to see the cool cars he was judging at the major concours across the country. Sixteen months ago Stephanie had posted how he was sick and in the hospital. He would get better and then worse, but always fighting to regain his strength. Finally the 16 months of being sick caught up to him.

I'm sure lots of other NCR members have great stories of meeting Bruce. His contributions to PCA are gigantic and only slightly less than his overall contribution to the Porsche world.

John Williamson is a guy I didn't know too well, but had interacted with a few times. When I first bought my 914, the original plastic fuel lines were brittle and needed to be replaced. I checked with the dealer and a bunch of other known 914 places. After all of my searching turned up empty handed, someone suggested calling Otto's. I called and he said he could probably get them and to call back the next day. When I called back, he said he had them on the way from Germany and they were \$400 total (not a bad deal back then). I gave him my address and he said he would send the bill with the parts – no need to pay now. A couple of weeks later a UPS package shows up with my parts. I mailed a check off and everything was good.

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## Ivy and Hank Cowles

I can't believe that it is already March – well at least by the time you read this it will be. March is the time to take the P-Car out of the garage or winter storage area and get her running and cleaned up for her first run of 2013. I am really hoping that this will prove to be the case, although Mother Nature has a habit of spring tantrums and has proven that she can still drop lots of snow on us.

Seems working on Northlander makes the months fly by even faster than they do by the clock or calendar, organizing one month of the magazine and then on to the next before you hit send for the previous version. I had volunteered to serve as editor “just to help out” until a replacement was found but surprisingly enough I am thoroughly enjoying working on the magazine. Although I consider myself fairly shy (at least for the first few minutes!), speaking with and encouraging potential article and photo contributors as well has been great fun. Maybe I really am a people person.

Anyway, as we begin work on the March issue I would like to thank my proofers and others who have helped along in this Northlander transition. I am enjoying my stint as Co-Editor regardless of the time it takes. The magazine is a great thing to work on when you can't sleep at 2 or 3 in the morning. After all, isn't that when the best ideas pop into our heads?!! At least so it seems to me!

So, my fellow Porsche aficionados, please remember that this is your magazine: the editor's job is just to compile, cleanse and organize. Your comments, suggestions and pictures are more than welcomed, and we will do all we can to include them in future issues. Also, be sure to check Northlander for upcoming events as you plan your spring and summer activities. We look forward to meeting you and sharing your Porsche stories, and when at an event, please don't hesitate to come by and say hi.

Don't forget, it is about the people not the cars...we just happen to share a really special common interest!



Please visit us at our new facility at  
398 US Route 1, Freeport, Me.

**207 865 6600**

## MEMBERSHIP



### Janet Quintero

**I wanted to make a couple of corrections to the February 2013 Northlander column:**

#### **2 Years**

Norman Ahn III  
Portsmouth, NH – 2008 Boxster

#### **5 Years**

Max Ilich  
Hampton, NH – 2008 Cayman S

#### **New Members:**

Stephen Boyle  
Hampton, NH – 2012 Panamera  
Transferred from Northeast Region; joined PCA 1/16/2013

Arnold (Arnie) McCalmont  
Hollis, NH – 2009 911

Alexander Petron  
Christopher Petron - Affiliate  
Bedford, NH – 1984 911  
Transferred from Northern New Jersey Region; joined PCA 1/31/2006

Alfred Sanel  
Bedford, NH – 2013 911

#### **Member Anniversaries:**

##### **1 Year**

Don DeFreest  
Hooksett, NH – 1987 930

Ted Harris  
Keene, NH – 2007 Cayman S

Doug Rader  
Lyndeborough, NH – 1994 968

Kevin Sendziak  
Kyle Sendziak  
South Portland, ME – 1986 944

Richard Williamson  
Audrey Williamson  
Kennebunkport, ME – 1982 911SC

##### **2 Years**

Rob Hanna  
Roxanne Holmes  
Exeter, NH – 2007 Carrera 4

Stephen Johnson  
Patrick Dillon - Affiliate  
North Conway, NH – 1992 964

Tim Lindsay  
Dover, NH – 2006 Cayman S

Megan Schindler  
David Schindler  
Rutland, VT – 2000 Boxster S

Keith Weston  
Exeter, NH – 2008 Cayenne

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.

**Rich Willey**

## Where The Rubber Meets The Road

Some of you loyal Northlander readers know I made the pilgrimage to Watkins Glen in 2012 for the Zone 1 48 hr. DE event. During some down time I wandered over to the Glen store and bought some too-expensive tee shirts and a book written by Michael Argetsinger, the son of Cameron Argetsinger who was President of the Watkins Glen Grand Prix Corporation in the 60s and 70s. It brought back many memories and provided information I had either forgotten or never knew. I'd like to share some of the highlights of those twenty years.

Tidbits.

-The pit lane/start finish line was on the short straight between what is now turns 1 and 2. When you exit the pits today taking the right down the access road parallel to the track, you are sort of driving down the old pit lane just before you enter the track before turn 2. As you know if you have been there, this is down-hill. Since F1 cars don't have e-brakes, they had to use stones or bricks in front of the tires when in the pits to keep 'em from rolling away should they slip out of gear.

- There were no garages at WG in the early days, so teams would rent space at local car dealerships or local mechanic's garages in the village of Watkins Glen and truck the cars up the hill to the track in open trailers each day. Ferrari continued to do that long after a garage was built at the track so the competition couldn't get an early look at their car set-ups.

- Until advertising became a major force in racing, F1 cars were painted specific colors representing their country. British teams were British Racing Green (BRG) and distinguished one from the other with accent colors. Lotus was yellow, BRM had red nose rings, etc. French cars (Matra) were light blue, Ferrari was of course red, German cars were silver or white. Later Japanese cars (Honda and much later Toyota) were white. The independent teams chose whatever colors they fancied. McLaren's were bright orange. The lone American F1 effort from Dan Gurney's All American Racing (AAR) was dark blue with white accents. (It is arguably the most stunning F1 car of all time and your writer had the privilege of seeing it up close at a vintage F1 race about 12 years ago at Indy)

-The US Formula 1 Grand Prix took place at Watkins Glen between 1961 and 1980. Prior to that it had been run at Sebring in 1959 and Riverside in 1960. From 1958-1960 there was a Formula Libre race at WG, not an official F1 event. While drivers such as Sterling Moss, Dan Gurney and Jo Bonnier participated, there were rarely any true F1 cars in the field which mostly included sports cars and even midgets.

-The 1961 race only happened at the last minute. The US GP promoter, Alec Ulmann had a 3 year option and after disastrous financial results in 1959 and 1960 he was determined to succeed in his 3rd year. Casting about for a venue he struck a deal with Cam Argetsinger 6 weeks before the race date which was in early October. Typically the foliage was magnificent that time of year but I can attest to the fact that there was often ice each morning on the pools of water in the camp grounds.

- Interest in the 1961 race was considerable. Phil Hill, an American would be in position to win the world championship at Watkins Glen, as he dueled fellow team driver Wolfgang von Tripps in the new 1.5 liter Ferrari. But we all know what happened!! von Tripps died at Monza killing 12 spectators and Ferrari withdrew from F1. Phil Hill would be crowned world champion at the end of the season, but he was without a ride for Watkins Glen. Bonnier and Gurney drove the Porsche F1 entries and Innes Ireland won in a Lotus.

- Ford was the official car of Watkins Glen and in 1962 the Mustang concept car was unveiled and used as sort of a pace car. Sterling Moss was the grand marshal as he had been injured earlier that year at Goodwood, ending his racing career. Jim Clarke won in 1962 in a Lotus 25, the first F1 car to use a monocoque chassis

**continued from page 12 ...**



## Mark Watson **MY SPIN ON THINGS**

WAKE UP!!!! Our opening DE date is about one month from right now so you need to get yourself and your car ready. If you haven't registered, get onto [motorsportreg.com](http://motorsportreg.com) and apply, then get in touch with your mechanic and schedule an appointment to get your car ready for the event and then review your checklist to make sure you have everything in order for the event. Our season opener is scheduled for New Hampshire Motor Speedway on 13 & 14 of April and I can already predict that it is going to be a great event if for no other reason than it is our Make a Wish Foundation charity event. If you have never experienced one of our MAW charity days then you have really been missing something. We get a chance to host some incredible families and help fulfill some dreams for some very special children. Keep your eyes open for more information from the MAW committee regarding activities – don't miss one of our best and most rewarding activities of the year. BTW, if you're not a DE'er (yet!!) it's also a time when you can, for a small donation to MAW, drive your street car on the track. We keep the speeds down for obvious safety reasons but it is a good way for you and your family to see what it is like to drive on a real track and experience what it is like to come down the front straight, enter the south chicane complex, exit onto the back straight and then make the right hander on to the uphill and then look to the left as you enter – come to the track and experience the rest of a lap.

I almost forgot to mention that in addition to the MAW activities on the 13th, Toni is arranging a track dinner. This is another activity not to miss and if you have attended one of our track dinners before then I need say no more. If you have not attended one in the past, now is the time to sign up.

We are planning a track walk for the 13th as well. It is a great way to get a close up look at what you have been driving on all day. In particular, you can look behind you to see where you have been not just where you are going – you will be surprised what you will see and learn. The track walk will be right after the event closes and will be done in plenty of time to make it to the pre-dinner activities.

If you have not noticed, we are also going to offer our annual Car Control Clinic (CCC) on Saturday, 27 April. The CCC is another way to get experience with how you and your car respond in various situations. We run a skid pad, slalom course, rapid lane changes with and without braking and some other fun things that Dave Logan will cook up. It is a safe and fun way to get a better understanding of what fantastic machines we are fortunate to own and drive. Check out the website and the Northlander for more information on cost, timing and activities. Registration is done via [motorsportreg.com](http://motorsportreg.com).

You would think I am out of events to announce, but I am not; look at the schedule at the end of this article and you will find that NER is hosting their opening NHMS event on 07 & 08 of May and NCR is hosting events on 27 & 28 May at NHMS and then 10 & 11 June at Limerock Park.. Take advantage of these events to solidify those new skills you have been learning from the 13 & 14 April event and the CCC. We all know that you can't get better at DE unless you practice so take advantage of these dates to hone your skills.

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. Please plan on supporting both DE programs, we work to keep the events separated enough so you can get a full driving season and if you occasionally have a conflict with work you can still get to the track.

It is going to be a great season with a concentration of activities in the April, May and June timeframe. I hope you were diligent and your taxes are done and you are getting a big refund which you can use to support your 2013 DE program.

I can tell you that your NCR DE Team is getting more and more excited about our upcoming 2013 season. We are planning to expand our social and educational program to provide you with a safe, fun and educational experience. I hope you are equally looking forward to getting onto the track for the first time or getting back on the track. DE isn't racing but it is a lot of fun!!

Please stay safe until I see you at NHMS – it won't be long now. Feel free to e-mail me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with questions, comments and suggestions.


## 2013 NCR, Zone 1 and NER Drivers Education Schedule\*

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](http://motorsportreg.com)  
NER event registration on [clubregistration.net](http://clubregistration.net)

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**continued from page 09...**

- In 1963 Ferrari showed up at Watkins Glen in white and blue livery, with Luigi Chinetti's NART team badges. Enzo Ferrari was fighting with the Italian representatives to the FIA and refused to represent Italy with its traditional red colors. All was set right the next year.

- In 1965 the motion picture Grand Prix (starring James Garner) was being filmed and the studio had a camera mounted in the front bay of a Ford GT40, shooting back-ground footage at speed around Watkins Glen. BTW if you have never seen the movie, get it at Amazon. The opening credits are worth it all by themselves. Turn up the volume first.

- 1966 My first Grand Prix. Also the year that the SCCA and the Canadian Automobile Sports Club formed CanAm. But that's another story. F1 cars were now not only distinguishable by color but also by sound as F1 moved to a 3.0 liter formula. Cosworth V8s, V12 Ferrari's, flat 16 BRMs, Repco V8s based on an aluminum block Oldsmobile, the AAR Weslake V12, and believe it or not for 1966, McLaren tried a Ford Indy double overhead cam V8 reduced to 3 liters. Glorious sounds echoing through the hills on those crisp October days.

- Race purses were notoriously small then. \$11,000 for the whole 1965 US Grand Prix and this was bigger than any F1 race purse in Europe. But Argetsinger decided to create a huge buzz for the 1966 USGP by announcing the first \$100,000 purse in GP history. Things have never been the same.

- 1968 saw the first winged cars. Laughable really. Pieces of aluminum on small struts stuck on the back and front of cars. Most of them broke and were serious hazards to drivers and spectators. Clarke was dead, dying in an F2 race in Germany, but a fellow Scot, Jackie Stewart had emerged. Plus Honda arrived on the scene signing John Surtees to drive for them.

- 1968 also saw the first full car advertising by Gold Leaf, a tobacco company, on a Lotus, thus changing the iconic BRG body to gaudy red and gold livery.

-1969 Mario arrives in the Lotus 63, a 4 wheel-drive beast. It was not competitive and 4 wheel-drive in F1 went the way of the dinosaur. Jochen Rindt won in a conventional Lotus, with a rear wing and front air foils. He would later become world champion posthumously.

-1971 The track was reconfigured to its current dimensions with the addition of the "Boot" making Watkins Glen 3.4 miles and widening it from 28 feet to 36 feet. (Think about 28 feet the next time you are blasting up the Esses thru the blind left hander) Uh, maybe not a good idea!!! The Cosworth V8 was the dominant engine with 19 of the 29 entries using it. Mario qualified on the second row in the 312B Ferrari but had to withdraw, as did Mark Donahue, due to a contractual obligation to drive in a USAC race at Trenton. Other American drivers included Sam Posey debuting in a Surtees (John Surtees was now a privateer owner instead of a works driver for Honda) and David Hobbs in a Penske. Yes, before becoming a force at Indy and in NASCAR, Roger Penske was running an F1 team.

-1973 Perhaps the saddest day at Watkins Glen ever. Francois Cevert was Jackie Stewart's teammate at Tyrrell racing. He had won the USGP in 1971 and was often seen playing piano at night in the Seneca Lodge. The week before the USGP Cevert had been involved in a crash at the Canadian GP. Many blamed rising star Jody Scheckter. Cevert was complaining of some leg pain as he practiced for the USGP. In the morning practice session Scheckter exits the pits (current pits) and accelerates toward turn two. The front of him, part of Cevert's Tyrell is in the middle of the turn with the rest of the car in the Armco. Scheckter stops and runs to the car. He grabs Cevert's harness lock but immediately turns and walks away. To this day, he does not remember what he saw in the Cevert's cockpit. (The Tyrrell had run straight into and under the single-row Armco. Francois Cevert was decapitated.)

- 1974 The "Bog" is dead, long live the Bog. The bog was a swamp outside the south west corner of the boot, created when the track was reconfigured in 1971. Mostly famous for people trying to drive cars, motorcycles or whatever thru it after consuming a bit alcohol. But really famous for the full size bus chartered by some Brazilian race enthusiasts who were rooting for "Emo", that was high-jacked, driven into the Bog and burned. Unfortunately this along with another driver's death, (Helmuth Koinigg) the second in two years, set off a string of negative publicity and decline in community support, which contributed to the end of Grand Prix racing at WG.

- 1975 Some real trivia for you. Lella Lombardi almost became the only woman to start a Grand Prix at Watkins Glen. She qualified on the last row, but when her engine failed during the morning warm up laps and could not be fixed she had to withdraw. Her team owner? Frank Williams. 1975 was also the year a chicane was built in the turn 2 complex, in an effort to slow cars in the area where Cevert had died.

-1976 Tyrrell racing shows up with a 6 wheel F1 car. Four front wheels. While very small in diameter they created twice the contact patch and significantly improved cornering capability. It won in Sweden earlier that year and qualified second at Watkins Glen. James Hunt won the race in a conventional McLaren and the six wheeler became folk-lore.

-1980 The End. As it turned out, reconfiguring of the track in 1971 and subsequent safety improvements, created such a huge debt that the Watkins Glen Grand Prix Association went bankrupt. Local businesses also stopped supporting the event after the Bog incidents as well as an ill-conceived summer concert with 650,000 rowdy attendees in 1973. The then current president and executive director mortgaged their houses to fund the race. But the 1980 race really only happened because

**continued on page 13...**


Bernie Ecclestone, who manages the Grand Prix "circus", deferred his franchise fee for the event. He was never paid. Fittingly, the independent team of Frank Williams won the last US Grand Prix at Watkins Glen with driver Alan Jones as World Champion. The era of 1200 horsepower turbo 4 cylinder F1 cars had come and gone at Watkins Glen.

-Epilogue Watkins Glen was rescued from bankruptcy by the Corning Glass company in 1983, with Bill France from NASCAR providing support. Their first move was to remove the Scheckter Chicane in turn 2. NASCAR eventually took a majority interest and created Watkins Glen International, the track we know today with NASCAR races there being the biggest spectator events in New York State. Cam Argetsinger was the grand marshal of the first Winston Cup race in 1986. He died in 2008.

Perhaps this bit of history will give you some new perspective on Watkins Glen. I hope you go there and make your own memories.

P.S. Last year I used my monthly Social report to the BOD to provide a running commentary on Magnus Racing. They are an independent GT3 Cup team racing in the Grand Am series and I have a good friend who is their data acquisition guy and who also helps the team engineer with gas and pit strategy. Well they ended up 5th at the Rolex 24 hr. endurance race at Daytona in January. They were leading with an hour to go but a disagreement on pit strategy lead to a green flag pit stop while others pitted under yellow. None the less, Magnus was the highest finishing Porsche in the GT class. Yes, higher than Brumos. Check out their website [www.magnusracing.com](http://www.magnusracing.com). They post in-car video clips of hot laps from test sessions at various tracks and also publish tongue-in-cheek interviews with crew members. Very humorous. On race day they provide live webcasts from their pits. You can't get closer to the action unless you are there in person.

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## Judy Hendrickson **LOOKING BACK**

We just finished clearing the driveways and walkways from what must have been 2 feet of snow from the Blizzard of '13! However, some drifts were over 4 feet! Snow was up to the door knob on the side door of the "Porsche Palace." Thankfully, long time friend Berthold Langer is staying with me for a few months and was here to help clear away the snow. We swapped off scoop shovel versus snow blower and, of course got to experience replacing a shear pin before even finishing the first of my "3" driveways. We'll see how much blows back with the continuing winds today.

When looking through the back issues of **Northlander** for this month I discovered 1983 was pretty slim on issues with only a Fall/Winter, Summer, Fall and Winter issues, so there is nothing new to report from that year. However, 1993 sported a March/April issue boasting some 36 pages plus cover. NCR had grown to 230 strong by the end of February 1993 and had a respectable number and variety of events. There had already been three tech sessions and the articles dealt with these along with ads/articles about upcoming events. I'll limit "reprint" from this issue to the cover and the North Country Events list so you can get a feel for what we did back then versus what all we do now.

By January 2003 the region had grown to 450 and **Northlander** was being published monthly. The March issue was packed with many great stories, regular columns and upcoming event flyers. Two articles in particular stand out: one dealing with the 2002 Euro 928 get together and the other being one of Ellen Beck's great stories of "Thelma and Louise's" travels – this time to Albuquerque, NM, on the occasion of the 2003 Winter Board Meeting for PCA National. But since both are relatively "long" I felt I must choose and so I chose the Euro 928 story that follows.

### **From Volume XVI, Number 2, March/April 1993**



#### **CALENDAR**

##### **North Country Events:**

**April 25, Tech Session**, 911 Engine Teardown, 11:00 AM - to completion, Foreign Intrigue, Berwick, ME, Michael Grishman (207) 698-1000 (W).

**May 23, Open House/Spring Rally**, Bymes Auto Center, Dover NH, Scott Martineau (603) 668-8025 (H), or Don Osborne (603) 431-4749 (H).

**June 11-13, 1993, Loon Multi-Event Weekend**, Rally/Autocross, Ellen Engel (D) (603) 279-2200, (E) (603) 279-2278 or Jim Hamblin (H) (603) 823-8781.

**July 18, Ramble/Picnic/Tour** of the Owl's Head Museum, Owl's Head ME, Michael Grishman (207) 698-1000 (W) or (207) 698-5590 (H).

**August 15, 14<sup>th</sup> Annual Concours/Lobsterbake**, Wentworth By The Sea, New Castle, NH, Don Osborne (603) 431-4749; Concours - Linda Morse (603) 367-9015.

**September 26, Fall Ramble/Follage Cruise**, Abe Anderson (603) 228-1790 (H) or (603) 627-6066 (W) & Steve Gratton (603) 746-6229 (H).

**October 24, Fall TSD Rally**, Fred Bruch, (603) 352-2982.

**November 13 or 20, Annual Banquet and Photo Contest**, Banquet - Abe Anderson & Susan Bird (603) 228-1790 (H) or (603) 627-6066 (W), Photo Contest - Dave Gill (603) 431-6281.

continued on page 16..

## From Volume XXVI, Number 3, March 2003



Cover Photo: NCR Member James Komiak snapped this picture at the entrance to Hotel Nestor, site of EURO 928 2002

### Euro-928 2002 Vacation

by James Komiak

It was a once in a lifetime opportunity: the 25th anniversary of the 1978 European Car of the Year (introduced in 1977 and the only sports car to ever receive this honor). The Porsche Club 928 of Germany was sponsoring the Euro 928 2002 meeting to honor the anniversary and we just had to go. What better way than to rent a Porsche and drive the Autobahn? After a bit of searching it seemed to me that Avis Special Vehicles was the way to go. Frankfurt am main airport pickup and drop-off. They rent in Deutschland (Boxster and 911) and you can take Der Porsche into Austria and the Czech Republic, no farther.

It was an auspicious beginning. The British Airways flights from Boston to London-Heathrow and on to Frankfurt were nothing to write home about but uneventful. The shock came when I stopped at the Avis desk to pick up the car. The reservation was for September 10th (the day we left Boston) but the flight arrived in Frankfurt on September 11th! Fortunately the reserved car was still available although it took a 45 minute wait to get it prepped and delivered.

When we first set eyes on the car in the garage I was all smiles. It was a loaded Basalt Black Metallic 2002 Porsche Carrera 2 Targa with black leather/brushed aluminum highlights interior and 18" rims with 285/30 rear tires (new – US \$90K). Then the fun began. I always do my homework so the route from Frankfurt to Ludwigsburg was planned. I started slow as we exited the airport, familiarizing myself with the vehicle. But when the A5 cleared it was time to check out the performance. I gradually moved out into the fastest lanes keeping pace with the traffic.

continued on page 17...



**Five of the Seven Americans at Dinner (Dan Bise and Rich Andrade of SoCal 928, Jim Komiak and Fran Mulchy, Betsy Andrade taking picture).**

After 30km, except for speed zones, 200km/hr (124mph) was the norm, albeit in heavy traffic and construction that occasionally slowed things to 100km/hr. The blast to explore the envelope reached 250km/hr (155mph, the car is rated at 285km/hr and there just was not enough room).

The adventure continued as we pulled into Hotel Nestor in Ludwigsburg and parked. It is a beautiful hotel in a restored garrison for the palace (more about this later). We finished the day with some browsing in the mittestadt and dinner at the Ratskellar: two people, beers, salads, main courses, tip for 44 euros. Wish I could find excellent meals like that in the states at the same price!



**Courtyard with Some of the 96 Porsche 928s attending. (Photo - Jim Komiak)**

continued on page 18.

The next day began with a visit to the Porsche museum for a Zuffenhausen factory tour. The tour can only be arranged if you plan and make reservations in advance. It is limited to twice a day, 15 people, all adults; no photographs as German law requires personal approval by all citizens in photographs, clearly an impossibility. It was very interesting as we arrived, Porsche says there is no available factory parking in the area and you must use the public lots. Well, I parked the Targa next to the gate to ask for directions. At first the guard was giving me the usual story. As he came around the corner he noticed the 2002 Porsche Carrera 2 Targa idling away at the curb. He immediately said, "for customers, we have a parking lot. Go 100 meters to the left and they will let you in." There were only ten spaces in this lot. Life is good when you drive a new Porsche!

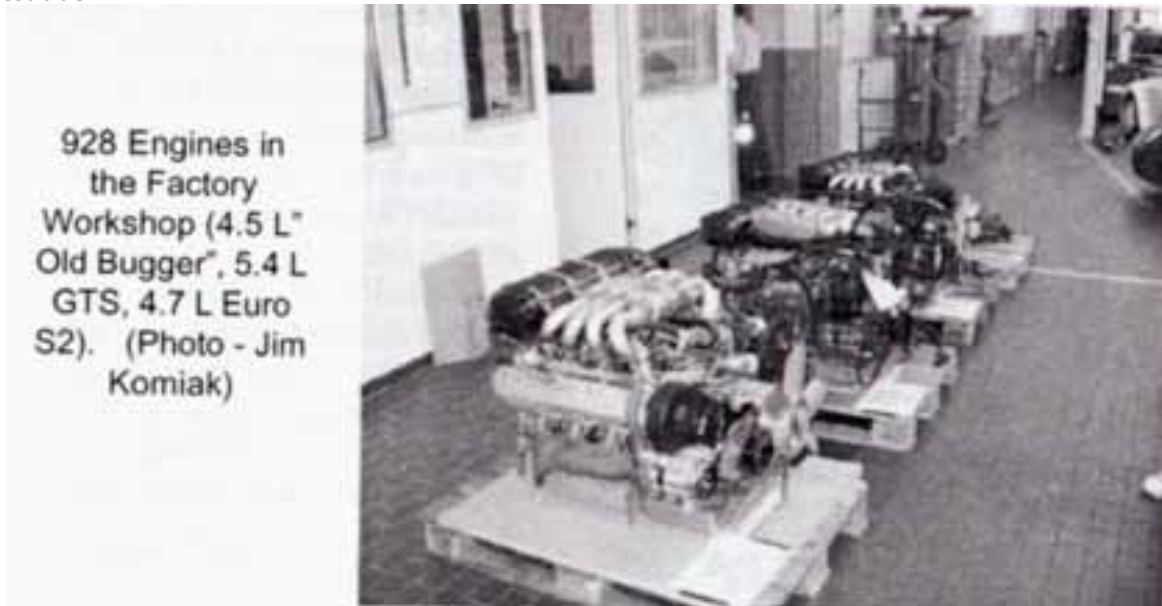


The tour is awesome and not to be missed. Being a small manufacturer Porsche can not afford to do everything themselves. They rely on just-in-time and planned-in-time manufacturing. In many cases they build upon the supply chains of other manufacturers in the area. The bodies are pressed in the BMW factory. The automatic glass insertion machine comes from Daimler. Over 85% of the parts come from suppliers in Germany. The Zuffenhausen site is surrounded by residential or industrial areas and some of the Porsche buildings are protected as national landmarks. No room to expand and the factory is already a multi-story building. Hence the Valmet factory in Finland: assembly of kits into Boxsters for the export market. The new Leipzig facility is for the Cayenne and the Carrera GT. In Zuffenhausen they build 145 cars a day with a 2-shift (paint is 3-shift) workweek. The models are all 911 variants (90%) with Boxster (10%) for the EU market as the rest. The assembly line is a marvel of efficiency. Movement of part kits with autonomous machines, a mix of customized models in the assembly line, each one with a committed customer, everything bar coded. We were constantly jumping out of the way of the autonomous parts trams which followed the black lines and the fork lift operators which did not. We were forewarned: don't stop the parts/assembly line, (hence the limited tours). The engine assembly line is even more amazing. All the motorheads (myself included) were drooling at this part of the tour. All engines are assembled in Zuffenhausen. Separate lines exist for 996, 986, Turbo/GT2, Cayenne. The Cayenne was especially interesting (pronounced like anne with an e) to this V8 power addict. The block, crank, saddle, and cylinder head look remarkably like a 928S4 and cam drive is now chain versus belt with separate gears on intake and exhaust cams. The intake system finally has a big bore throttle with what looks like a plastic or composite intake manifold. The turbo version looks awesome and except for mounting point problems it looks to me like it will fit in a 928 engine bay. Every engine is dyno'd and guaranteed to meet the minimum specified power output. BMW and Mercedes use sample testing. All of our group were sad when the tour ended. I had to buy a 911 Targa model as a remembrance in the gift shop (albeit Silver not Basalt Black Metallic).

We then drove back to the hotel and the Sharks started to arrive at Hotel Nestor in the Baroque town of Ludwigsburg for Euro 928 2002. Eventually 96 Sharks and 201 attendees showed up at the event. Many fine models, from the beginning in 1977 to the GTS in 1995, and the rare, including the S2, SE, and Club Sport were in attendance. There were people from 15 countries. Two attended from Finland (the longest drive), four from Sweden, two from Norway, and four from Spain. The Amacale group was well represented with more than 75 members attending from France, Luxembourg and Switzerland. Germany had 82 attendees. I don't want to forget my English friends (especially Kathy and Andrew Le Blanc Smith), with five coming across the channel. Holland had a strong showing with eight attendees, Belgium not far behind with five. There were more, two from Austria and one Rennlister even came from Aruba! With only seven Yanks, yet more of the other nationalities attending, we did our best to keep the flow of drinks going. Especially Jay Kempf, John Eiffert, Thilo Corts, Graham (glad to meet him), Bruno (the infamous), Jon Holdsworth, and others are noteworthy

continued on page 19...

Friday began with a drive in convoy to the Porsche Weissach Research & Development Center. There we had a short stay and a chance to meet Helmut Flegl. Helmut was in charge of the 928 project for prototype and testing. He was driving a Porsche 911 Carrera 2 Coupe that he parked in the lot with the rest of us. I thought something was strange when I saw that his brake calipers were yellow. Wow, ceramic brakes. A \$10,000 option for the turbo, and it wasn't even a turbo. He had just retired (though he still gets another year's pay) and worked on the ceramic brake program, so they installed those on his 996. He explained to us about the Weissach facility and apologized that with 200 people, that was just too many to bring into the facility. We had coffee, juice, and cookies in the parking lot across the highway from the R&D center where in the distance we could see a Cayenne circling the test track.



**928 Engines in the Factory Workshop (4.5 L<sup>+</sup> Old Bugger<sup>+</sup>, 5.4 L GTS, 4.7 L Euro S2). (Photo - Jim Komiak)**

After breakfast, Saturday began with a convoy to Stuttgart-Zuffenhausen. We had a private parking area across from the Porsche Zentrum where we were welcomed by the Porsche Club Coordinator. This was followed by a tour of the Porsche workshop which includes restoration work as well as collectable Porsche models. They had tailored some of the tour to our interests with one of the last 1995 928 GTS 5-speed manual transmission manufactured (with only 300km on the odometer), three vintage crate engines (a 4.5 L old bugger, a 4.7 L Euro S2, and a 5.4 L GTS), and other assorted bits and pieces. My favorite was the 6 (yes, count 'em, 6) Porsche 959s present there.



**Johnny & Josefine Billquist from Sweden with their 1992 928 GTS. My Rented 2002 Carrera 2 Targa Parked Next Space Over, Porsche Zentrum (Left) and Factory (Right) in Background. (Photo - Jim Komiak)**

We also visited Porsche Inclusive which provides customization at the factory. My favorite was the white Carrera 4S with GT2 seats, roll cage and racing harness with interior highlights finished in white on black. A special experience was the lunch in the Porsche Casino (Cafeteria). After an opulent lunch we visited the rather small Porsche Museum. Amongst the one-of-a-kinds there were such fine examples as a 1970 908 Spyder, 1982 956 Coupe, 1986 959 Paris-Dakar, 1973 917/30 Can Am Spyder, and 1998 GT1 Coupe. The Porsche Zentrum was next on the agenda. This is the only factory-owned Porsche dealership. It is intended as a showpiece for worldwide dealers to show how Porsche intends the cars to be presented. In fact the new Nashua, NH, dealership cues a lot of its architecture from the Porsche Zentrum.

**continued on page 20...**

Tony Lapine (Chief Designer 928) is an enthusiast like most of us 928 crazies. He would fit in nicely at one of our USA events like the Frenzy. I first met Anatole "Tony" Lapine in the hotel parking lot. He spoke of the 928 weight distribution and good handling. He said the 911 was like an arrow shot backwards, the feathers were in the front and lead in the rear. It was only to Porsche's credit that it drove as well as it did. But if pushed too far it would go the way that nature intended. I showed him the Project 928 picture of him and Ferry Porsche with champagne and the mock-up behind them. He said that was a very special time. Porsche management was very trusting. Tony obtained their agreement that they wouldn't see the design until it was mostly completed. So this was the first presentation to Ferry Porsche. The mock-up was clay, and the only metal was the wheels. Ferry bent over and broke the champagne glass over the wheels to christen it. Tony is very humble, he says the design was done by his staff, he just managed them. He'd be a fool to do any of the design, after that, everyone would always run to him for completion. He gave the design credit to Wolfgang Mobius. There was a huge amount of work to meet the US 5mph crash tests, and also to design a car with no external bumpers. There was real controversy about integrated bumpers, for Porsche it was a first. The rounded rear end was especially a topic of discussion. But they made the design and it was very clean.

The evening ended with a banquet dinner at the hotel. The presentation included rare photos, videos, and several "Porsche personalities" knowledgeable in matters relating to the 928. Interesting points: the idea for the 928 began about 1970. The prevailing view was that a successor to the 911 had to be engineered because of the USA market (then and still the dominant force in Porsche model decisions). The view was that a water cooled front engine vehicle was the only thing that could meet the standards. After a front engine rear transaxle V8 with 5L was configured the gas crisis struck. Wolfgang Mobius who had to implement Lapine's plans was forced to re-evaluate engine choices. There were some who wanted to put a 3.6L V6 in the engine bay with a decidedly unsporting like response. Both Lapine and Mobius showed us this with hand drawn viewgraphs at the dinner. Eventually the 4.5L V8 won. But at the last minute, management dictated a 3" width reduction (I guess this is why it is hard to remove the engine heads while the engine is in the car). They told the interesting story, having to reduce the width when they found that it was too wide to fit the German car wash (Wasche Strasse). Another interesting point is that in those days engineering at Porsche was ad hoc. Somebody had an idea, they tried to implement it. Now it is done with market surveys and bean counters. Case in point: the Euro 928S. Some of the engineers just decided to work the engine to get more HP. At a test track they told the management, don't ask, just try it. Guess what happened? A 928 variant.

At mid-day Sunday, we said goodbye to old and new friends. The return drive to Frankfurt was fast and fun. There, we checked into the Arabella Sheraton in Offenbach. After settling in, we had an interesting dinner at a Spanish Tapas bar. Too soon after that - it was time to depart for the airport for our return flight.

**What an experience! We will remember our Euro928 2002 vacation forever.**



Continued from page 6...

I had talked to John at a couple of Parades and he was a nice guy with tons of Porsche knowledge. He had "been there and done that." He had contacts to get all sorts of NLA (no longer available) and NOS (new old stock) parts. He had worked on more Porsches than most of us have ever seen.

Two giants of the Porsche world have fallen, but now it's time for more to step up. In 40 years from now, we'll be talking about someone of my generation and how they started working with Porsches 50 years ago. How they had won at LeMans in 2014 with the factory team or how they were the best restorer of 356s way back when. Now who do we think it will be?

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## NHMS Laps for Charity

### Charity Laps (Touring Group) (Rain or Shine)

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. (Note parental waiver requirements below) This is a great opportunity to drive “parade laps” at NHMS in your daily driver or Porsche! Participants may be PCA members OR non PCA members. Cars will go through a brief tech inspection for lights and basic safety features. You will be required to sign proper waivers.

**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 slightly)

**Speeds not to exceed 60 MPH - or you will be asked to leave.-This will be enforced...**

**Driver’s Meeting - MANDATORY - April 13<sup>th</sup>, 2013** All drivers and passengers MUST attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Check [www.ncr-pca.org](http://www.ncr-pca.org) for updates and details on all these events.

REGISTRATION: Bring copy to the track on the day of the event !

Name \_\_\_\_\_ Add'l Drivers \_\_\_\_\_

Address \_\_\_\_\_

Phone (day) \_\_\_\_\_ Phone (evening) \_\_\_\_\_

PCA Region \_\_\_\_\_ PCA # \_\_\_\_\_ or, Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

\_\_\_\_\_ Charity Laps Touring Group @ \$40.00 per car

\_\_\_\_\_ Long sleeve event Shirts @20.00 each – Size \_\_\_M\_\_\_L\_\_\_XL\_\_\_XXL\_\_\_

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\_\_\_\_\_ Donation only: \_\_\_\_\_ I read and understand the speed limitation: \_\_\_\_\_ initials here.

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact: **Ivy Cowles, NCR Charity Chair**, (603) 767-6461(cell) (603) 742-4000,day/work email [charity@ncr-pca.org](mailto:charity@ncr-pca.org)

**Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration)**



# Zone 1 Rally and Concours

## May 18 - 19, 2013

Hosted by North Country Region

Well it's not too early to think about Spring! 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 on the NH/ME Seacoast the weekend of May 18 & 19, 2013. Weekend activities will include a Saturday Touring Class & People's Choice Concours at the Redhook Brewery, 1 Redhook Way, Portsmouth, NH 03801 and a Sunday Rally to York ME.

Saturday, May 18th is the Concours, bring your favorite car to the Red Hook Brewery (<http://redhook.com>). Registration begins at 10AM. Look for the signs. You can also find Concours details and information on the Zone 1 website (<http://zone1.pca.org>). The \$10 People's Choice entry fee will be donated to MAKE A WISH.

The Saturday evening dinner will be held at the Cochecho Country Club, Dover, NH. - Dinner selection & final price TBA, but advance registration is required for a head count. We'll let you know selection and price as soon as we finalize them. Lets see how many Porsche's will be in on this convoy to Dover.

Sunday's Rally begins at 9AM with registration at the Redhook Brewery, followed by the drivers meeting at 9:15AM. First car off at 9:30AM and then you're off against the tricks and treats of the NCR Rallymasters! What will they be up to? The Rally route should take about 2-2 1/2 hours along the picturesque New England Coast and end at the beautiful Stage Neck Inn in York ME, <http://www.stageneck.com>, where a Sunday buffet (to be paid by each attendee) will be waiting for us. There will be a brief awards program.

### THIS EVENT IS NOT TO BE MISSED!

The host hotel will be the Homewood Suites in Portsmouth NH. 100 Portsmouth Boulevard Portsmouth, NH. The Hotel will fill up quickly as there are three graduations in the area that weekend - so call them and book now. Call the hotel directly 603-427-5400 or FAX 603-427-5410 using the group code PCR for the Porsche Club group -OR- Online at [www.portsmouth.homewoodsuites.com](http://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. Blocked rooms will only be held until 17 April 2013.

Register at [www.clubregistration.net](http://www.clubregistration.net) OR Complete the Registration Form below and mail to: Jay Gratton 747 Mammoth Road, #3, Manchester, NH 03104. **Make checks payable to Zone 1 PCA.**

*For any questions email Jay Gratton - [jeg914@aol.com](mailto:jeg914@aol.com)*

..... ✂ .....

NAME(S) \_\_\_\_\_

ADDRESS \_\_\_\_\_

EMAIL \_\_\_\_\_ PH# \_\_\_\_\_ REG \_\_\_\_\_ PCA# \_\_\_\_\_

CAR YR \_\_\_\_\_ PORSCHE MODEL \_\_\_\_\_ COLOR \_\_\_\_\_ Body Type \_\_\_\_\_

#### POSTMARK BY 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @	\$40 =	_____
People's Choice* & Rally	___ @	\$25 =	_____
Touring Concours Only	___ @	\$30 =	_____
People's Choice* Only	___ @	\$10 =	_____
Rally Only	___ @	\$15 =	_____
Saturday Nite Dinner	___	TBA	_____
TOTAL ENCLOSED			_____

#### POSTMARK AFTER 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @	\$45 =	_____
People's Choice* & Rally	___ @	\$30 =	_____
Touring Concours Only	___ @	\$35 =	_____
People's Choice* Only	___ @	\$10 =	_____
Rally Only	___ @	\$20 =	_____
Saturday Nite Dinner	___	TBA	_____
TOTAL ENCLOSED			_____

# Yankee Swap - January 2013

Photographs Matt Romanowski and  
Story by John Fusco

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**“Life may be like a box of chocolates...” but, at least you know what you’re getting at a NCR Yankee Swap - like it or not.**

I had never been to a Yankee Swap before and, this is my first attempt at writing an article for the Northlander (or any other publication for that matter). You can blame the consequences on the luck of the draw. I had no idea what I was getting myself in to but when our lovely hostess, Ivy “Cheese”, partner of “Big Cheese,” explained to me that you get to “steal” gifts as part of the deal, I thought to myself, ‘ this could get interesting.’

For those who have never been to one - and to prepare you should you ever find yourself at one - here’s how it went over a lovely lunch at Mama D’s in Newington, NH, January 27th. Everyone brings a gift not to exceed \$25 value then, participants pick numbers out of a hat. The person who has the good luck to pick the number 1, is the first to pick from a table full of colorful and expertly wrapped gifts of various size. Then, it proceeds that the person holding the succeeding number has the choice of either taking any gift opened or going to the table to open a new one. If one’s opened gift is “stolen,” they can choose between picking a new gift or taking someone else’s. This goes on until the last gift is opened, and then the person with the lucky number 1 gets to steal any gift from anyone. I’ll add here that that person also has the “good” luck to write this article.

The first bone of contention was an electric screwdriver with headlight which Carolyn Choate opened only to be quickly stolen by Judy Hendrickson who was then forced to defend from a succession of “stealers”, even going so far as to remove it from the table to “charge it” (perhaps hoping out of sight would be out of mind). That strategy was only surpassed by the understated 8 month old Jackson Romanowski who came up with the ingenious idea of drooling all over his Carrera GT scale model to keep all hands off.

These skirmishes, however, paled in comparison to the great battle for a bottle of wine. I was aware that Mario Andretti was a great race car driver. I was less familiar with his winemaking. A skill which must be equally developed as things started to get ugly (at exactly 2:58 pm) when Ivy opened a bottle of Mario Merlot. This was immediately seized upon by Laura Futterer saying, “if I can’t have Hank’s...” She didn’t have time to read the label before Jay Gratton swooped in to take it away, and then it was in the hands of Mike Gratton, conveniently seated beside him. (I can’t say I know the Grattons but, it will be hard to overcome first impressions.)

Next, it was Joe Kraetsch’s turn. Actually, three slow parade laps around the table then, a dive for same bottle. Mike abandoned the wine and, instead, went for a gift certificate to Amazon that Paul Tallo had stolen from me. Paul then opened a package containing a very nice scarf. Edgar Broadhead’s number was up and he made two laps of the table (which I guess leaves him a lap behind Joe) and then grabbed a very nice pair of French wines from Gordon Jackson who replaced them with the bottle of Andretti “ambrosia” – which then passed to Lisa Roche. Gordon, in turn returned to those two French bottles, a Chateaufort de Pape and a Pouilly Fuisse. And, that is how, if you are still with me, where things ended up. All Except for that last pick, that is. How tempted I was to torture everyone except Jackson ( I’ll have to remember that trick for the next swap ) and grab that battle scarred bottle of Mario wine just to see what the fuss was about. Instead, I could not resist the very stylish cap and scarf that Jay Gratton had acquired – personally made by Judy Hendrickson. Maybe it was all this cold weather that made me do it.

This event seemed almost like a holiday gathering of family and friends and was, for me anyway, a very pleasant way to meet some of the people I have read about in The Northlander and who I had observed at a few track events where they were focused on the job at hand. And a good reminder that the driving season is not as far off as it sometimes appears this time of year.

**John Fusco**



**Jay did not keep the hat long as you can see in the story!**



**Jackson Romanowski was the hit of the show!**

Continued on page 26...



**John Fusco during the Yankee Swap 2013 showing what a great time he had. Especially the fact that he chose number 1 and could choose from anyone's gift at the very end. The lovely hat and scarf were handmade by Judy Hendrickson.**



**After Ivy's gift was stolen .... she opted to pick from the table again and was looking to Hank for guidance on what would be the oh so right one!**

Continued on page 29...

# Saunders' Saga #2: The Zero-Timed 944S2 and Its Makeover.

Photographs and Story  
by Jack Saunders

This serendipitous tale begins with my purchase of Colin Blake's 1990 944S2 in 2005, when he moved to the West Coast. Being an avid Drivers' Ed fan, Colin had Mark Nadler (Exotech) upgraded this most balanced of Porsche production cars to further improve its track (and street) performance as follows: (1) Adjustable Koni Shocks – 4, (2) Weltmeister sway bars, (3) 28 mm torsion bars. When word got out that I had pounced on the chance to buy this Black Beauty before it was put on the market, several members offered to buy it from me at a premium. Of course I turned them down! Fast-forward to six years later when I replaced the S2 with my 1995 C4 -- better suited for the White Mountain snow country in which I drive Porsches all year round (at 90, I can't afford to give up any "seat time in my toy") -- I tried to sell the S-2 and was singularly unsuccessful! Of course having 177,000 miles on it didn't help! Recognizing this negative factor plus symptoms of need of near-term repairs, I gradually reduced the asking price from \$7900 to \$5900 in my ads in Northlander and Pano.

Finally, in October 2012, I struck a "handshake deal" with a local man of modest means, anxious to join NCR and enjoy the Porsche experience.

Immediately following this deal, I was surprised by an enthusiastic call from an uncharacteristically excited Steve Robbins who was featured in Saunders Saga #1 about Steve's C4 that I repatriated from San Diego (see Northlander June 2010). The excitement stemmed from the fact that Steve had just bought an interest in the Concord, NH high-tech performance car shop, Northern European Automotive (NEA), where he's now the General Manager. And he wanted to build up a stable of high performance sports cars to tempt his customers. In a nutshell, Steve offered to take my S2 on consignment -- do some cosmetic/detail fix-up and test drive it to pinpoint the origins of perceived vibrations and noisy throw-out bearing and fix them during the shop's winter slow season prior to eventual sale.

This sounded like a win-win proposition for Steve and me and I told Steve I wanted to accept it, but first I had to try to get released from the "handshake deal." Fortunately for us, the local man I had the deal with, was having trouble selling his truck for the cash he needed to pay for my S2 before the end of November 2012. Because of his uncertainty in having the cash received in time he agreed to dissolve the deal. Eureka! Steve and I were now free to join forces on our S2 Zero Timing Makeover project.

What we have here is a perfect example of how completely random, unconnected events, collide producing a productive outcome -- namely the opportunity to successfully complete the "zero timing" process of the 944 S2 power plant, which actually began in Blair Talbot's shop a couple of years ago.

Before enumerating the details of "zero timing" my S2, it's necessary to define the term "zero timing" which is at the heart of assuring the reliability of "used" GE jet engines that power most of the world's airliners and many military jets.

Simply put, the goal of zero timing the critical parts of jet engines is to restore the "life" it had when it was new, so that the airliner that is unavoidably flying with a mix of new and used engines, is just as reliable as those with all new engines. This is accomplished by a combination of swapping out whole modules of "hot" and highly stressed parts like combustors and turbines and/or tearing down these modules and replacing cracked or worn parts. For those "techies" interested in analysis for predicting the "life" of vibrating/hot parts as well as the lab testing of parts and materials, I'd enjoy chatting with you.

Back to Blair: he kept my S2 in top shape for all the autocross races I've done since 2005 -- never having had any mechanical problems on the course. Unfortunately I wasn't skilled enough to capitalize on Blair's great work and drive this well maintained, superbly balanced race car to anywhere near its limits. For driving improvement I had to get help from Joe Kraetsch and Lisa Roche who helped me achieve my personal best by breaking the 79-second barrier at the Ft. Devens course last year.

The bad news in this story came one day in 2010 when I couldn't start the engine which rarely happened. A call to Blair led to checking the timing belt, which had failed. This is the worst news for a 944 S2 because this belt controls the opening/closing of inlet and exhaust valves which get bent when timing is out of whack.

Continued on page 28...

Members can learn from my misfortune which resulted from my failure to follow the maintenance manual calling for periodic inspection of the timing belt and replacement after 30,000 miles. So my friends, refer to your manuals and huddle with your mechanic to identify all the key checks, and their mileage intervals, especially critical ones like the timing belt, and then mark them on your calendar.

Bottom line, Blair had to do a valve head job, belts replacement and tune-up, costing about \$3,000. In addition, Blair contributed to keeping the S2 in good shape by replacing the following components before failure: water pump, new thermostat kit, lower radiator hose and CV boot.

This brings us to the finale of the saga: the Steve Robbins (NEA) phase of the S2 makeover. So, Steve, the entrepreneurial type, had the creative idea of combining the final phase of the S2 Zero Timing makeover, with an NCR tech session to show members the nitty-gritty of changing-out the clutch and introducing them to a quality Porsche maintenance shop.

I arrived at the tech session early with camera and notebook in hand, hoping to learn how much more maintainable is the simpler, more balanced 944 S2 -- i.e. its engine in front and transmission and transaxle/gears in the rear -- compared to my own 1995 C4 993 which is a "maintainability monster." I repeat, a monster, because I can't forget that it required Blair Talbot about \$3,000 in labor to disassemble much of the body and muffler systems and having to lower the engine off its mounts, just to access the leaky timing chain and valve covers which only required inexpensive gaskets to fix the leaks.

Since I may have missed the briefing on the procedure for replacing the clutch, I wondered why Tim McLean, the NEA master mechanic was spending so much time at the back end of the car working on the transmission and transaxles, when the clutch we were planning to remove was located up front just aft of the engine. (See page 43)

Finally, when I was perplexed enough, I had to ask McLean the reason for removing the perfectly good transmission in the rear (see page 43) before disassembling and replacing the clutch. His response shocked me. Porsche did a great job of designing the power train (clutch, torque shaft and tube and transmission and transaxle assembly) to simplify their manufacture and assembly of new cars, but without the least regard for facilitating maintenance down the road. Apparently Porsche mistakenly sacrificed ease of maintenance/lower cost for the Porsche owner, to save a few bucks in manufacturing and to lower weight by a couple of pounds. And when McLean told me that Porsche in fact had introduced a torque shaft coupling a few years later, I was really annoyed.

Just to show you how simple it would be to incorporate a torque shaft coupling in the power train, see Fig. 1 for a design schematic.

Well, what happened to the vaunted, exceptional German Engineering? Can't Porsche design high performance cars that can be affordably maintained? The answer is obviously Yes! But they should do more of it in the initial design.

I know, first hand from my work at the GE Jet Engine Division with "Herman the German" -- Gerhard Neumann, who escaped Nazi Germany, joined Chenault's Flying Tigers in China where he reassembled the first Japanese Zero that the U.S. shot down so we could learn why they out-maneuvered and shot-down U.S. fighters. Neumann eventually found his way to the US and GE. (Check Amazon.com for his adventurous biography entitled Herman the German.) He rose through the ranks at GE to become General Manager of GE's Jet Engine Division where he insisted that design engineers combine good performance and maintainability. In fact Gerhard, who as a "hands-on" GE VP, risked travel to Vietnam at the height of the war to listen to the flight line helicopter mechanics complain about difficulties in keeping as many 'copters flying rescue and attack missions as possible. Then he would return and descend on us designers to expedite the redesign of the accessories and components to fix the problems.

Back to my S2 Zero Timing Makeover tech session findings after removing the clutch and torque shaft. Surprisingly, this very old clutch was in fair shape according to McLean, who said it wasn't slipping when he tested it before the change-out. But the torque shaft and associated bearings were in bad shape and would have to be replaced. That explains the noise and vibrations prevalent before Tim "zero-timed" it. Tim reports that the S2 now purrs like a kitten. What was surprising, was that the deteriorated power train still allowed the car to be driven at 130 mph during a potential buyer's test drive.

So, let's put pressure on Porsche to devote some of its great engineering talent to produce both high performance and maintainable cars, making Porsche more affordable for people of more modest means.

Finally, let me urge those NCR members in the market for the most balanced and roomy model in the Porsche inventory, and an affordable NCR "moving events" machine, to consider the newly "zero-timed" and therefore highly reliable S2. Call Steve Robbins of Northern European Automotive at 603-228-0533 before one of the 3500 respondents to his RennList ad snaps up this shiny Black Beauty and keep it running in NCR where it belongs.

Continued on page 43..

**5 Years**

Patrice Dumas  
Line Ricard  
Hooksett, NH – 2006 Cayman S

Stephen Pereira  
Donna Pereira  
Bedford, NH – 2009 Boxster

Leon Petruccio  
Exeter, NH – 2009 Carrera 2

Bruce Stocker  
Janet Stocker  
Barrington, NH – 2003 Boxster S

**10 Years**

Larry Gammon  
Elin Treanor - Affiliate  
Bedford, NH – 2011 Boxster

**15 Years**

Charles Christ  
Matthew Christ  
Milford, NH – 2002 911

Eugene Kievit  
Priscilla Sleeper - Affiliate  
Manchester, NH – 1984 911

Brian Robinson  
Christopher Robinson  
Merrimack, NH – 1989 944

**45 Years**

Leigh Kelk  
Linda Kelk  
Sunapee, NH – 1979 911SC

**More on the Yankee Swap Photographs by: Matt Romanowski.**



**Watching with great excitement to see the Shop Vac that Ivy opened - only to have Jack steal it away!**



**Paul Tallo sporting the beautiful handmade scarf while Joe and Lisa looked on.**



**John Fusco had the final decision as to what to take, his decision was the handmade hat and scarf that was made by Judy Hendrickson.**

# Do You Recognize This NCR Member??

Photograph by ??????\_\_\_\_\_



## 2013 Autocross Season

Ollie Lucier has stepped up to co-chair the NCR Autocross program with Joe Kraetsch. This year NCR will hold one autocross at NHMS and we will host the Zone 1 Autocross at Devens again. We added new street tires classes and a Ladies class this year. The first NCR autocross for new NCR members is free—contact an autocross chair for details. With prior permission from an autocross chair, any NCR member may invite a friend to participate with them in an NCR autocross. Registration for all NCR Autocrosses, except the Zone 1, is at [ncr-pca.motorsportreg.com](http://ncr-pca.motorsportreg.com). PCA Northeast Region and the Renegade Miata Club autocross events are also open to NCR members.

Date	Location	Event
Sunday, April 21	Devens	NCR Autocross #1
Saturday, May 11	NHMS	NCR Autocross #2
Saturday, June 1	Devens	NCR Autocross #3
Sunday, July 14	Devens	NCR Autocross #4
Saturday, August 3	Devens	NCR Autocross #5 / Wounded Warriors Benefit
Saturday, August 24- Sunday, August 25	Devens	NCR Autocross #6 / Zone 1 Autocross
Saturday, September 7	Devens	NCR Autocross #7



# Last Month's Northlander Hint.....

**60460**

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?, ????????

In 1958 the Man in the Black Hat (MBH) graduated from college and started work in the textile industry in zip code 02905. He had always been interested in cars, so in a year or two he went to work for a friend who was a VW dealer in zip code 02478. MBH was driving a Triumph TR3 at the time, having moved up? from a Chevy convertible and a VW. He entered TSD rallies and became exposed to Porsches, rallying with a friend who had one. MBH had to have one.

In June of 1959 an old Porsche cabriolet became available. A light gray, 1954, 1300 Super with blue leather seats and a black top. It was purchased from Thomas C. Stout for \$1600 and promptly repainted its original silver. MBH drove in many rallies with good success. He improved the handling by adding a VW or Kaiser stabilizer bar to the front suspension. (Much less oversteer).



The Hirth roller bearing crankshaft failed, but with a friend he rebuilt it with aluminum sleeve bearings with great success. He published an article on the conversion. (There is a comment on this in the December 1960 Porsche Panorama from N. von Rucker, Chief Engineer, Dr. Ing hcf Porsche KG.) He drove the 1300S to the 1960 Porsche Parade in Aspen, Colorado from Massachusetts with this modification where it won third overall. There is a picture of the car in the August 1960 issue of Porsche Panorama, Pg.16.

In September 1959, the car ran in the Gaspé rally in Quebec, Canada where it took first overall. There is a picture in Christophorus No. 26, March 1960 of the car, though the participants were mislabeled.

Continued on page 32...



After being harassed to get a newer car and the need for speed, he sold the car on October 15, 1960 to Gerald J. Selvin, of Wayland, Massachusetts for \$1450 and bought a new Ruby red 1961 S90 Roadster, to this day his only bought-new Porsche!

Over the years, many Porsches passed through the MBH's life; some stayed only briefly, others are still around. He always wondered what happened to the 1300S.

In 2008, while cleaning out some files, he came upon some old registration certificates. In the file were certificates for a couple of S90 roadsters and a 1954 1300S cabriolet, SN 60460, Engine # 50035!

Since the MBH was a member of the 356 Registry, he listed the SN's on their web site inquiring if any one knew what happened to them. Some time went by, Information on the first S90 appeared. It was demolished in Germany and no longer exists.

Four years later, on January 7, 2013, the MBH received an email from Siegfried Richter, a Porsche collector in Germany who now owns 60460, 53 years after he sold it, inquiring if he had any history on the car.

Much correspondence followed.

60460 was delivered to Porsche Salzburg, Austria on March 6, 1954.

Ten days later, March 8, it was sent to the VOWA, a distributor in Innsbruck, Austria.

March 11, 1954. Sold. Possibly to Otto Mathe, from Innsbruck.

Nothing more is known until Thomas C. Stout sold it to MBH for \$ 1600 on June 16, 1959.

MBH sold it to Gerald J. Selvin for \$1450 on October 14, 1960.

? sold to Alan Howes in Connecticut.

? sold to Ibrahim Kuzu in Texas. Sold again on September 11, 2003.

September 12, 2003, to September 16, 2009 owned by Paolo Gandossi in Italy.

September 17, 2009 to present, owned by Siegfried Richter in Germany.  
Research continues into its history.

When Siegfried acquired it, it was in very poor condition.



Siegfried has restored the car to better than new condition. Over 1800 hours of work went into the body alone. It has been appraised at 400,000 €. It is probably the only 1300S cabriolet in existence and still has the original engine. Porsche is interested in buying the car. The MBH would be very happy to see 60460 in the Porsche Museum. Siegfried has been kind enough to send many pictures of the restoration, some of which are included here.

More pictures will be available on the NCR web site.



Continued on page 35...



Porsche Deutschland GmbH - Porschestraße 1 - 74321 Bietigheim-Lingen

Herrn  
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Telefon +49 (0) 711 911 - 122 67  
Telefax +49 (0) 711 911 - 122 62  
E-Mail: philip.janczewski@porsche.de

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PDA/Co/2a

Datum:  
25.10.2010

**Auslieferbescheinigung Porsche 356 Cabriolet**

Fahrzeug-Ident-Nr.:	60 460	
Rechnungsdatum:	06. März 1954	
Händler:	Porsche Konstruktionen, Salzburg, Österreich	
Motor-Typ/Nummer:	589 (1300S)	50 035
Getriebe-Typ/Nummer:	519	nicht dokumentiert
Leistung/Hubraum:	44 kW (60 PS)	1.281 cm <sup>3</sup>
Höchstgeschwindigkeit:	160 km/h	
Außenfarbe/Code:	Fischsilbergrau	(Reutter 505)
Innenausstattung:	Leder blau	
Individualausstattung:	keine	

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Um die Daten für Ihr Fahrzeug zu ermitteln, haben wir aus unserem Archiv die Produktionskarte entnommen. Somit ist auf der Auslieferbescheinigung der originale Auslieferungszustand des Fahrzeuges mit der genannten FIN angegeben. Nachträgliche Änderungen haben wir auf der Auslieferbescheinigung nicht vermerkt. Bitte haben Sie Verständnis dafür, dass wir für die Richtigkeit der Auslieferbescheinigung keinerlei Haftung übernehmen können. Die Information wird nach bestem Wissen erteilt, aber ohne dass wir für die Erteilung selbst oder die Richtigkeit der Information eine Verbindlichkeit eingehen wollen; wir handeln ohne jedes Obligo.

Die von Ihnen angegebene Motornummer kann bestätigt werden. Ihr Porsche 356 Cabriolet besitzt somit einen Motor mit **„Matching Number“**.

Wir wünschen Ihnen weiterhin eine sichere Fahrt und viel Spaß mit Ihrem Porsche. Für weitere Anliegen stehen wir Ihnen selbstverständlich jederzeit gerne zur Verfügung.

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The MBH hopes to go to Germany soon to visit his old friend, 60460.

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# NCR MEMBER SOCIAL

Car Control Clinic

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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

Charity

**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).

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](mailto:social@ncr-pca.org).

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# TRACK CAR PHYSICS 101

## 2: WHEELS AND FLYWHEELS

By: Greg Osche

In the previous article it was shown that reducing the weight of a car is equivalent to increasing the engine horsepower. The most common and cheapest ways to reduce weight are to remove unnecessary baggage like floor carpets, radios, door panels, air conditioners, and anything else that smacks of a luxury or convenience item. It is after all a track car and who needs those things when going 120 mph into a turn. Weight reduction not only improves acceleration but also braking, rotor/pad lifetime, and cornering ability. As stated in the previous article this is the cheapest way to increase a car's performance. However, there are also rotating masses like wheels, rotors, bearings, axels, drive shafts, crankshafts, and flywheels that can, in principle, also be lightened, but at considerably higher cost. Such items not only contribute to the "inertial" mass of the vehicle but also to its internal "rotational" mass that consumes power. This article discusses the benefits of reduced mass in wheel assemblies that include wheels, tires, and rotors.

First it should be mentioned that for every mathematical expression describing rectilinear (straight line) motion there is a corresponding equation that describes rotational motion. The two sets have the exact same form but differ in the meaning of their respective variables. Thus for example distance  $x$  is replaced by angular rotation angle  $\theta$ , velocity  $v$  by angular velocity  $\omega$ , etc. A comparison of the two sets is shown in Table 1. The units are of course different in the two cases and will be discussed as the need arises. The most interesting case is that of inertial mass which is replaced by what is called the moment of inertia or rotational inertia  $I$ . As with mass it is a constant but one that is characteristic not only of the material used in constructing the rotating object but also its shape.

Table 1. Comparison of dynamical variables

Rectilinear motion		Rotational motion	
Distance	$x$	Angle	$\theta$
Velocity	$v$	Angular velocity	$\omega$
Acceleration	$a$	Angular acceleration	$\alpha$
Inertial Mass	$M$	Moment of inertia	$I$
Force	$F = Ma$	Torque	$T = I\alpha$
Kinetic energy	$K = \frac{1}{2}Mv^2$	Kinetic energy	$K = \frac{1}{2}I\omega^2$
Work	$W = Fx$	Work	$W = T\theta$
Power	$P = Fv$	Power	$P = T\omega$
Linear momentum	$p = Mv$	Angular momentum	$L = I\omega$

As in the case of inertial mass, moments of inertia are additive, which means that one can obtain the rotational inertia of a tire/wheel/rotor assembly simply by adding the moments of the individual components. Formulas can be derived for each component based on their geometries and masses but due to limited space we will avoid such complexities and simply assume that the entire wheel assembly consists of a uniform flat disc of radius  $R_w$  equal to the tire radius and total mass  $M_w$  equal to the combined tire/wheel/rotor mass. The moment of inertia is then given by (see any freshman physics textbook on mechanics for a list of formulas for various shapes).

$$I_w = \frac{1}{2}M_w R^2 \quad (1)$$





NO  
PASSING



If you want your garage floor to look like Steve Baker's then stay tuned for the next issue!



NO  
PASSING



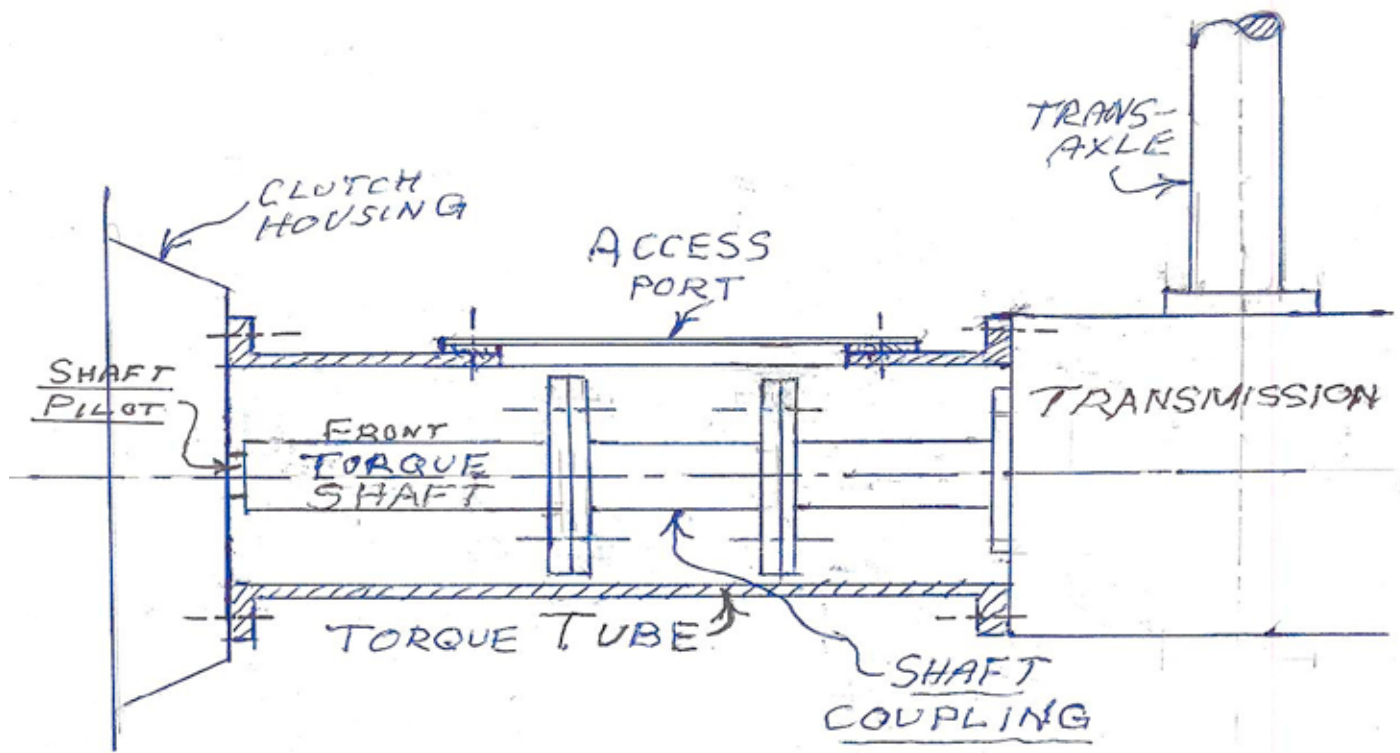


FIGURE #1  
SCHEMATIC OF TORQUE SHAFT COUPLING

Fig #1 - from the Jack Saunder's Saga #2 - The Zero - Timed 944 S2 and its Makeover



Tim McLean Lowering transmission (rear of chassis)



Clutch plate looks good.

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# Targa Wrest Point 2013

## Article and Photographs By: David Churcher

The Targa Wrest Point is named for the hotel which sponsors the race. The Wrest Point Hotel has been an icon in Tasmania for as far back as I can remember. It was always considered THE place to be seen. The Targa is just a few years old and has become the younger sibling of the now famed Targa Tasmania. Australia holds a series of Targa races in Queensland, South Australia, Tasmania... and ends the season with the Targa Tasmania. This final race determines the season champions and it has become an icon too ... and the prototype of tarmac rallies in mainland Australia, Canada, and Scandinavia. It is also an event I have tried for the recent several years to attend, and failed by a few weeks each time. But this year I did make it to the Targa Wrest Point and this is the story I am about to cover here.

For those NCR readers familiar with the writings of our Tasmanian members I will say here this is another one which will rave about not only the cars but also, again, about the people and the food and the scenery. Tasmania is a magic place and I will admit to being a little sentimental. But I will say, again, the Pinot Noir and the seafood and the honey ... are the best in the world. And the people...well I say talking to Porsche people at the Targa is like being in a great big North Country Region group.

To be a visitor back home in Tasmania is a full-on experience and perhaps even over the top...to use a couple of Australian expressions. To do all that I want to do in the time available is a task and I have been admonished this trip to stay longer. And next year I will. I will stay for the Targa Tasmania and the Longford Revival events.

Hobart is the last major city before the South Pole and it has weather to suit. In the middle of summer it can change from 30° C to 20° C in a matter of moments. Just days before we arrived there had been devastating bush fires throughout Southern Tasmania but the Friday of the scrutineering for the Targa it was cold, blustery, cloudy. And a few days later over 30° C again. If you go to Hobart take layers of clothing.

I arrived at Wrest Point on Friday afternoon to witness the cars being prepared and the scrutineers checking them. The parking lot was filled with exotics and classics. New Porsches, old Porsches, Fiat Abarth, Nissan GTR, and the three (now four) times winning Lambo of Jason White. I will say again: it is not just the cars ... the people are wonderful. I focused my attention on Porsches, of course, and found myself looking at what had to be Jim Richards' 911 ... and soon two gentlemen began to put the numbers on the car. Jim and Barry were busy doing their own prep work while I snapped away. Jim Richards and Barry Oliver have won Targa Tasmania eight times. During our visit to Australia a few years ago Judy [Hendrickson] was engaged in conversation with Jim at the Australian GP. The Aussie "famous" people are extremely friendly and approachable and as I asked Jim if he minded me shooting I found this to be as true as ever. Just real nice people. Like a big NCR.

But there were more Porsches ... some old Porsches ... I noted Ian Neville's 1978 911SC, in Rothman's decor and chatted to Ian. He showed me photographs of the car before its rebuild. It was black and had been crunched and that crunch included the gas tank which had its own photograph. I chatted to a gentleman adding flames to an old 911 for its owner and he told me the car was "old" but a beauty and "was not fuel injected" old.

Two gentlemen were busy prepping their red 1981 911SC and in spite of their time pressure they were willing to chat with me. They were Aussies down from Singapore for the event: Matthew Read and navigator Robert Williams. They posed for a photograph for Northlander and promised to send some hi res photographs of a previous event. They did, see the shots with this article. They came in 10th in the event.

The event -- given my family and time restraints and the 80th birthday of friend Ron on the Sunday -- how was I to get a look at the event? Well, with the aid of friend Tas, and my sister and daughter willing to sleep in, Tas and I were up and out at 0600, coffee and a muffin at Banjo's, and down the road to be about 2km into stage 1. As ever is the case the officials were there and friendly too ... Forte was visiting Tasmania for the summer and had taken on being a "road closer" and we were joined by a video photographer from Southern Cross TV, a pro photographer with two Canons and massive lenses, and a photographer from Germany who was studying in Tasmania. We compared notes on Tasmania and Heidelberg ... amazing ... I loved Heidelberg, he loves Tasmania. What a world.

And the race? It was won again by Jason and John White in their Lamborghini Gallardo Super. I followed the race although I had to be back in Northern Tasmania for the birthday party. They won the race after having some difficulties and road side repairs with gear linkage and being stuck in one gear more than once. They won the event by a margin of 42 seconds saying they had "hit every apex just right." Imagine what the margin would have been if they were driving a Porsche. :-)

I am going back next year and staying longer. I want to see the two Targas and the Longford revival. But it's not just the cars ... it is the people, the scenery, the Pinot Noir, and the honey.

Continued on page 46...



Jim Richards and Barry Oliver (eight times winners of Targa Tasmania) prep their car.



Ian Neville's Rothmans decor 1978 911 SC .



John Mansell & Tristan Catford.....2009 Cayman.



Roger Paterson and Paul Whatnell, 1972 911 Carrera RS.



The Whites in the winning Lambo! Look for additional photographs next month.



Continued from page 38...

Notice that the width of the wheel is not explicitly contained in the formula but is instead accounted for in the mass term (wider wheels being heavier than narrow wheels). Notice also that  $R$  is squared which means that the tire can contribute more to the rotational inertia than the wheel on which it is mounted. This is especially true in the case of lightweight track wheels, which in many cases are lighter than the tire. On the other hand the rotor is generally about half the diameter of the tire and weighs slightly less than either the wheel or the tire and is therefore the least important of the three, albeit not insignificant.

Although professional race teams may care greatly about the exact values of these moments in order to generate computer simulations we need not know them to determine the relative advantage of lightweight assemblies. To show this we ask what equivalent amount of inertial mass  $M_{eq}$  moving at the speed  $v$  of the vehicle would result in the same kinetic energy as that produced by a rotating wheel assembly with moment of inertia  $I_w$ . This is equivalent to writing (see kinetic energy formulas in Table 1)

$$\frac{1}{2}M_{eq}v^2 = \frac{1}{2}I_w\omega^2 \quad (2)$$

Now the angular velocity  $\omega$  is related to the tangential velocity  $v$  at the outermost edge of the tire by

$$\omega = \frac{v}{R} \quad (3)$$

Note that  $v$  is also the velocity of the vehicle by virtue of the fact that the tire is in contact with the ground, i.e., no slippage. Using this together with Equation (1) in Equation (2) yields

$$M_{eq} = I_w \frac{\omega^2}{v^2} = \frac{I_w}{R^2} = \frac{M_w}{2} \quad (4)$$

Thus, the equivalent mass of a rotating wheel assembly is equal to half the inertial mass of the assembly (to within the approximations for  $I_w$ ). It is important to realize that  $M_{eq}$  is not a true inertial mass in the sense of adding mass to the vehicle for the wheels need to be “angularly” accelerated to realize their rotational inertia. This implies, for example, that there are no benefits from  $M_{eq}$  in reducing the lateral  $g$ 's in a constant speed turn, although it will help in decelerating and accelerating the vehicle in and out of a turn, respectively.

To the previous equation must be added the actual weight of the assembly plus the fact that there are four such assemblies so that the total real-plus-equivalent mass is

$$M_{tot} = 4(M_w + M_{eq}) = 4M_w + 2M_w = 6M_w \quad (5)$$

(In general, the front wheels are lighter than the rears but this is somewhat mitigated by the fact that the front rotors are generally heavier than the rears.) If we now lighten the assemblies by an amount  $\Delta M_w$  we obtain for the total effective inertial mass change

$$\Delta M = 6 \Delta M_w \quad (6)$$

In order to find the gain in equivalent horsepower we can insert this expression into Equation (3) of Article 1. We first note, however, that the appearance of mass ratios in that equation allows us to  
Continued on page 57...

# KMC Tech Session - February 2, 2013

By Rich Willey. Photographs by Bob Futterer

Bob Futterer organized another very successful Tech Session at Kachel Motors 425 Canal St. in Lawrence MA, where owner Tim Kachel was our host. About 15 members toured Tim's shop and saw several cars in various states of modification. There was a Maserati Grand Touring Coupe up on a lift so one could see the under carriage, an M3 coupe waiting for new suspension parts, and a customer's Noble which needed to be freshened.

The highlights included seeing Tim's own Noble, a car built in South Africa, which is imported to America as a rolling chassis. The owner then chooses which engine/transmission they want, typically a twin turbo Ford V6, and obtains a VIN from their state in order to register it. These cars weigh about 2500 lbs. wet and as we are like to say, they are "wicked" fast. Tim is working on some new options for the car, which is his rolling test bed, and hopes to have those sorted out for prospective buyers later in 2013.

We also got to see Tom Buckingham's heavily modified silver Cayman S which was having a new carbon fiber nose and front fenders, a third radiator, and a custom fuel cell fitted. Look for it at an NCR DE event in 2013.

Last but not least, Tim had a customer's 950 Turbo on the dyno and held a contest amongst the participants to see who could guess the rear wheel horsepower. The car registered 172.8 HP, about 161 Ft/lbs. of torque and pulled to 6800 RPM. Not bad for a 130,000 mile, 25+ year old car. Your writer came in second to Dan Witmer who guessed within 1HP of the actual result. Dan won a free dyno pull for any car of his choosing. Well done Dan.

The dyno is the perfect way to determine the baseline for your engine before you start modifications, and Tim's is programmable which allows the car to run up to various RPM levels with various load factors on the engine. This is truly the best way to test your car instead of relying on the seat of the pants dyno.

As always the Tech Sessions are fun and informative, so if you haven't attended a session, plan on doing so. You will not be disappointed.

Many thanks to Tim for allowing us to see his shop and by all means stop into see him if you are considering modifications or upgrades to your Porsche.



**KMC customer's 951 Turbo being readied on the dyno. Turbo 4 cylinder prior to dyno run.**



## 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.

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

# A Visit To The Everglades Region

By Rich Willey

Several months ago Marilyn and I planned to get away from the NH winter for 10 days in late January. As luck would have it we chose what turned out to be the coldest and windiest days of the winter to be in south Florida. Perfect.

During last fall's NCR Get-a-Way we met a couple, Ron and Jean from CVR who attended our event. I learned that they wintered in Florida and after a few emails in early January, they invited us to spend a day with them and attend an Everglades Pot Luck dinner.

The day started with a brief tour of Ron and Jean's home while checking out some of his cars. Ron has two double car garages with 4 lifts. That's 8 cars that are shared with his son plus a ninth that is stored in the corner awaiting restoration. Needless to say it was impressive, but it was not complete. Ron's son is a racer so they are outfitting a car condo to hold the GT3 race car, tow truck, other cars and support equipment. And that's only the Florida cars. To say he is a car guy is an understatement.

We then went to visit the local Porsche dealership where the latest Boxster was on display. Very impressive. If I were a rag top guy I would be tempted. After letting them know I was in the market for a Gen II Cayman S, we headed to the Ferrari dealership just for laughs. Who do we see there but Steve from CVR, who also attended our 2012 Fall get-a-way weekend. Small world. The owner gave us a tour and it was apparent that this was the perfect place to check out the latest Ferrari's as well as the new McLaren MP4 (they had 4 of them), Lambo Aventador, and a Fisker, as well a full selection of slightly used cars. If you are in the market for a very clean Testarossa, I know a guy.

After a tour of the area, a nice lunch on the beach and some great stories (I now know a little bit about German Rieslings) we were ready for the Pot Luck dinner, which was held at Bonnie and Mark Wooten's car condo. (car condos seem to be the thing in this area). About 30-40 P-car owners attended, enjoyed a smorgasbord of food and drink and swapped stories. Many people commented on how they envied our access to curvy mountain roads, considering they only had perfectly flat roads on which to exercise their Porsches.

I spoke with Everglades President Chris Branston who told me they have about 450 members who are fairly active in social events. They do have 4-5 AXs at an airport each year (sound familiar) but no DEs. Clearly this is the place to buy low mileage slightly used Porsches.

After a full day and having met some new friends, we were primed for a restful few days at the beach. Can't wait to get back there soon.

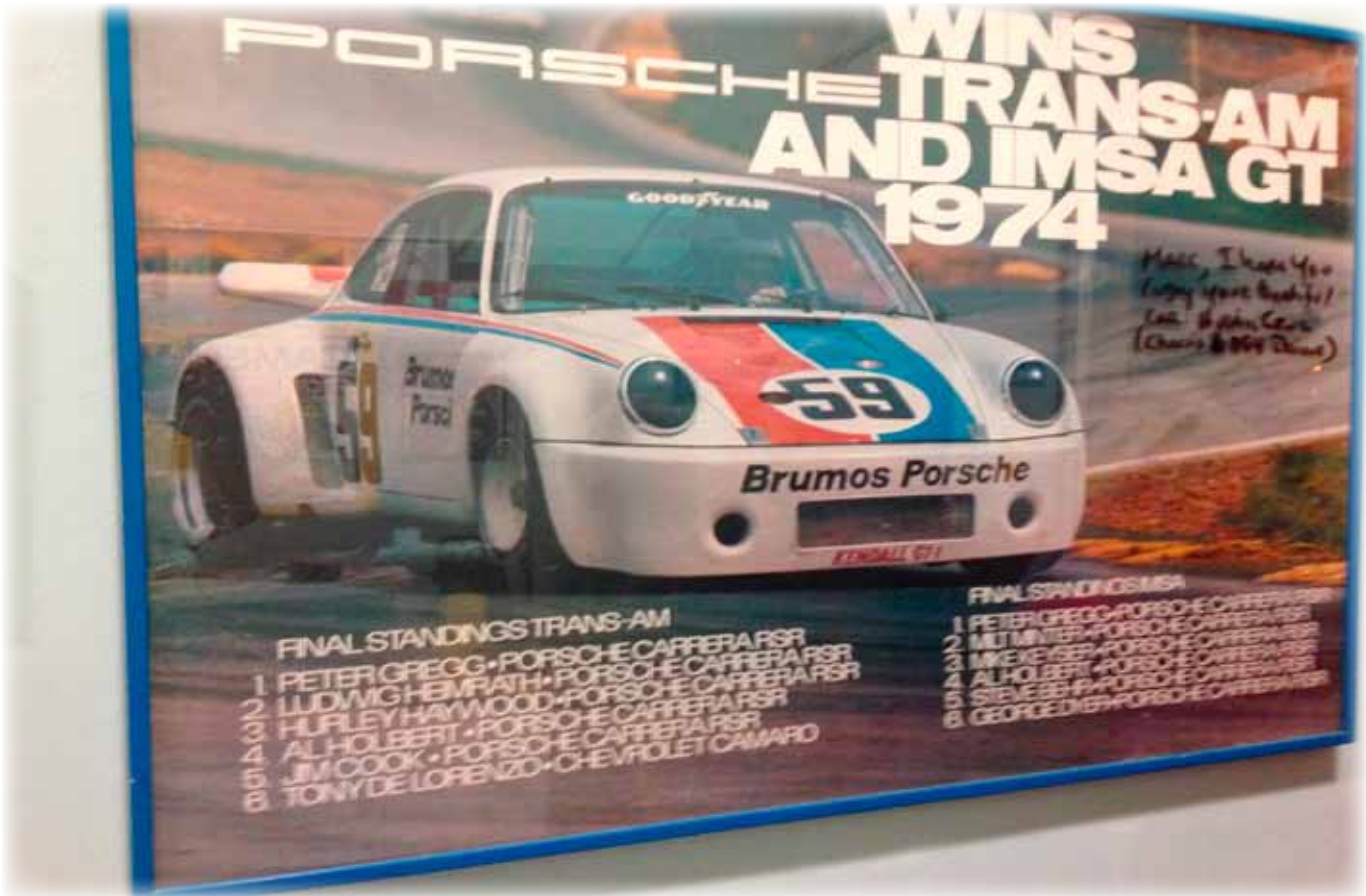


**Everglades Region members enjoying the potluck dinner at Mark Wooten's car condo with the 356 cab on the lift in the background.**



**Rich Willey flanked by Jean and Ron, hosts for the Everglades Pot Luck dinner.**

Continued on page 51..



The star of the event. Mark Wooten's 1974 IMSA GT in Brumos livery.

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**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

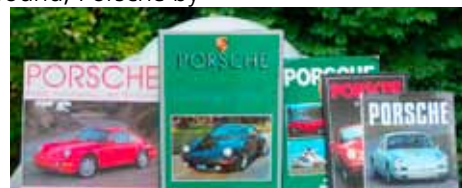


**Books: (\$50.00 for the lot)**

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) <<mailto:bigcheese@consumerprofilesinc.com>>. \$21,500, add \$500 for test drive with Ivy. Pictures and more details available upon request.



**PCA Zone One  
48 Hours of Watkins Glen  
June 14-16, 2013**

Join us for the 39<sup>th</sup> consecutive year of the Zone 1 48 Hours of Watkins Glen, on June 14, 15 & 16. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

→We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner.

→A Zone 1 commemorative hat and patch will be provided to all registrants who attend.

Come and meet the new Zone 1 Chief Instructor, Matt Romanowski. Matt is taking over for Dave Maynard, who after many many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net) For further information, contact your local track chair or email the registrar: Lou Dauerer at [Zone148Hoursreg@gmail.com](mailto:Zone148Hoursreg@gmail.com).

Pricing: Green & Yellow (Sat & Sunday): TBD  
White & Black (Friday, Saturday and Sunday): TBD  
Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD

## MART

**1984 chassied 935 replica**, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email [bigcheese@consumerprofilesinc.com](mailto:bigcheese@consumerprofilesinc.com) mailto: [bigcheese@consumerprofilesinc.com](mailto:bigcheese@consumerprofilesinc.com). com. \$40,000.00 obo. Pictures and more details available upon request.



**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](mailto:Ivy@ConsumerProfilesinc.com) or [bigcheese@consumerprofilesinc.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 Contocook/Hopkinton, NH [frank.sanford@us.army.mil](mailto:frank.sanford@us.army.mil)

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

**Rare S2:** Every known wear item has been replaced!!!!. This is a reconditioned car with many zero time components.

Five speed manual transmission car with a 3.0 liter 16 valve 4 cylinder 200+HP!. Top end rebuild plus timing belt service less than 10k miles: \$2000 . New clutch, torque tube, motor mounts, and transmission mount: \$4000. Brand new factory floor mats. Adjustable Koni Sport shocks. Weltmeister sway bars and drop links.

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[www.northerneuropeanautomotive.com](http://www.northerneuropeanautomotive.com)

**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.**





# PORSCHE CLASH

## At The Glen

Join us for the 13th Annual CLASH AT THE GLEN May 31st - June 2nd 2013  
Hosted by the Regions of Zone 1 at  
Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.  
2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

Registration opens on Monday, April 15th at 10:00 p.m. EDT <http://register.pca.org>  
Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact  
Jennifer Webb at [jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com) or 514.235.0157  
Pete Tremper at [tremper9146@aol.com](mailto:tremper9146@aol.com) or 609.221.3854



# PORSCHE CLASH

## At The Glen

**May 30th - June 2nd, 2013 Watkins Glen International, Watkins Glen, NY**

There is no better way to help support Zone 1, than by volunteering for this year's Clash at the Glen Club Race. Held at one of the best and most historic racetracks in the country, the Clash brings together club members for 3 days of fun and exciting racing, which you can be a part of. Volunteers are what enable us to put on one of the best club races in PCA. We encourage you, your family and friends to register as volunteers for this year's Zone 1 Clash at the Glen Club Race.

**Below are the areas and descriptions of where we need you to volunteer!**

**Registration:** This takes place at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

**Garage Admin:** This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork are also handled here and every volunteer must sign in every day!

**Tech Inspection:** The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

**Timing & Scoring:** Although the race is timed and scored with computers and in-car radio transponders, a paper trail is also needed. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

**Grid:** All the cars are "parked" along the grid prior to the start. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid position. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

**Enduro pits Monitor:** The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. *This group only works on Sunday.*

We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward.

- Work any three shifts and receive a Zone 1 Club Race jacket.
- Work Thursday afternoon and receive a free ticket to dinner Thursday night.
- Work both sessions on Friday and receive a free ticket to dinner Friday night.
- Work both sessions on Saturday and receive a free ticket to dinner Saturday night.
- Work one session only on Sunday and receive a Zone 1 Club Race Hat
- Work both sessions on Sunday and receive a Zone 1 Gift Certificate and a Zone 1 Club Race Hat.

**To register online using Motorsportreg.com please visit <http://tinyurl.com/a77jawm>**

Please contact Jennifer Webb at [jenniferbischoff@hotmail.com](mailto:jenniferbischoff@hotmail.com) with any questions about volunteering.

# Announcing NCR's 2013 Car Control Clinic

Mark your calendars: Saturday, **April 27th 2013**, North Country Region will hold a car control clinic on the parking lot of New Hampshire Motor Speedway from 10:00 AM - 3:00 PM with a noon pizza party hosted by NCR.

The Car Control Clinic (CCC) is a non-competitive event intended to allow drivers to experience the attributes of car control at and beyond the limit, in a safe and controlled environment. It helps drivers improve their driving skills while learning about car dynamics. The CCC serves a dual purpose in that it prepares students for Autocross and Driver Education events plus it teaches skills useful in everyday driving situations. The CCC is held in a large parking lot at New Hampshire Motor Speedway, using plastic cones, to provide a safe learning environment for these low-to-moderate-speed maneuvers.

This clinic is designed for all drivers, **including ages 16 & 17**, with a valid driver's license and parental consent (sorry, no driver permits). The intent of the clinic is to help drivers become safer and more confident through knowledge and experience

The clinic will cover the following:

## Lecture Topics

- Seating position
- Hand position
- Vision
- Mental preparation
- Car dynamics & theory
- Car maintenance check



## Driving Exercises

- Skidpad
- Emergency Braking
- Slalom/Swerve

Each student will get in-car instruction from an experienced NCR instructor.

The emphasis of this clinic is car control, not racing or competition. In that spirit, most car makes and models will be allowed to participate. No trucks, SUVs, (Cayennes excepted) or vans allowed. If you are uncertain, please email the event Chairmen beforehand, their decision will be final. The event is limited to 30 students.

Note: Car numbers are not required for this event.

## Registration Procedure

Registration is open at this time. The registration fee is \$60. Registration will be handled online via the MotorsportReg Online Driving Event Registration website ([www.Motorsportreg.com](http://www.Motorsportreg.com)). If you do not have an account, you will need to create one. This single account will allow you to register for PCA and other car club events.

If you are between the ages of 16-18, please print out the proper waiver form listed below and have parent and student sign it ([http://www.pca.org/portals/insurance/Minor\\_and\\_Parent\\_Form-WAIVER-PCA2009.pdf](http://www.pca.org/portals/insurance/Minor_and_Parent_Form-WAIVER-PCA2009.pdf))

and then bring form the morning of the event. Without this form, you will not be allowed to drive and there will be no refund.

Event Chair: Dave Logan @781-367-3592 or email [CCC@ncr-pca.org](mailto:CCC@ncr-pca.org)

**Sign up early, as it will fill up quickly!**



Continued from page 47..

re-express it in terms of weight ratios independent of the system of units used. Any conversion factors between weight and mass, such as the "g" in  $W = Mg$  cancel out. (Actually, in the system of units used here, one unit of pound-force (weight) is approximately equal to one unit of pound-mass, a convenience that can lead to great confusion.) Using this and Equation (6) we obtain

$$\frac{\Delta P}{P} = \frac{6\Delta W_w/W}{1 - 6\Delta W_w/W} \quad 7$$

For a 3000 lb car the weight changes in the wheel assemblies are usually small compared to the weight of the car, that is,  $6\Delta W_w/W \ll 1$ , so this term can be dropped in the denominator. Equation (7) then simplifies to

$$\Delta P = 6\frac{P}{W}\Delta W_w \quad 8$$

This states that the equivalent increase in horsepower due to weight reduction in wheel assemblies can be well approximated by 6 times the power-to-weight ratio of the unmodified vehicle times the weight reduction of a single assembly. As an example, consider reducing the weight of each wheel assembly by  $\Delta W_w = 5 \text{ lb}$ . The effective weight reduction for all four assemblies is then  $\Delta W = 30 \text{ lbs}$ , 10 of which are attributable to rotational mass and 20 to inertial mass. From our Article 1 example of a 2001 Boxster S,  $P/W = 250/3000 = 0.0833 \text{ HP/lb}$  and for the GT3 RSR  $P/W = 500/3000 = 0.166 \text{ HP/lb}$ . With  $\Delta W_w = 5 \text{ lb}$  this results in  $\Delta P = 2.5 \text{ HP}$  and  $\Delta P = 5 \text{ HP}$ , respectively.

It is easy to see that modest performance enhancement can be obtained over stock assemblies by using race-engineered wheel designs employing lightweight ceramic rotors (~25% lighter than iron), lightweight wheels (~25% lighter), and lightweight tires (~10%), all of which reduce the unsprung weight as well. Next month we will consider another area of improvement, the lightweight flywheel, which has some interesting effects on performance.





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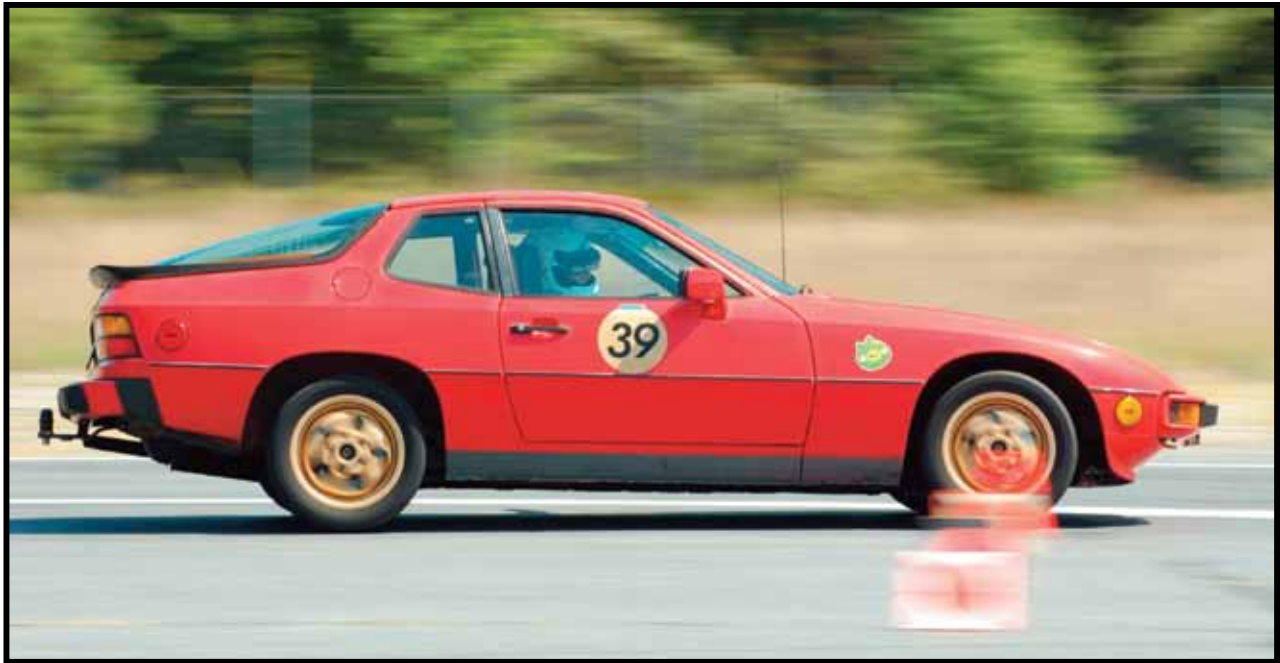
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# twenty eighth annual autocross



august 24th - 25th, 2013 moore airfield, ft. devens ayer, ma

#### this year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.

#### how much it costs

\$70/person early registration on or before 8/12/13  
\$95/person after 8/12/13  
Registration fees are for one or two days.  
Online registration via clubregistration.net only.  
No on-site registration the day of the event.  
Registration will open 7/5/13 and close 8/21/13.

#### where to stay

Springhill Suites by Marriott  
31 Andrews Parkway  
Devens, MA 01434  
Phone: 978-772-3030  
<http://devenscommoncenter.com>  
Rate: \$129/night + tax  
Refer to: "**Porsche Club Autocross**" for group rate  
You must book by 8/2/13 for group rate

#### who to talk to

Zone 1 Autocross Chair: Don Coburn  
[autoxerpca@aol.com](mailto:autoxerpca@aol.com) or (516) 804-2562  
  
Zone 1 Autocross Registrar: Aaron Ambrosino  
[zone1axregistrar@gmail.com](mailto:zone1axregistrar@gmail.com) or (518) 729-0017

links to the pcr's will be posted on the zone 1 website - <http://zone1.pca.org>

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## 2013 PORSCHE CORRAL & GATHERING SCHEDULE

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*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 who did not recognize that smile, it's NCR's Joe Kraetsch in an earlier photograph!

### 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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## NEXT MONTH

**Additional Tech Sessions**

**More on the Australia Visit**

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# NORTHLANDER

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