

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 37 Number 2

February - March 2014



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The NCR 2014 Yankee Swap

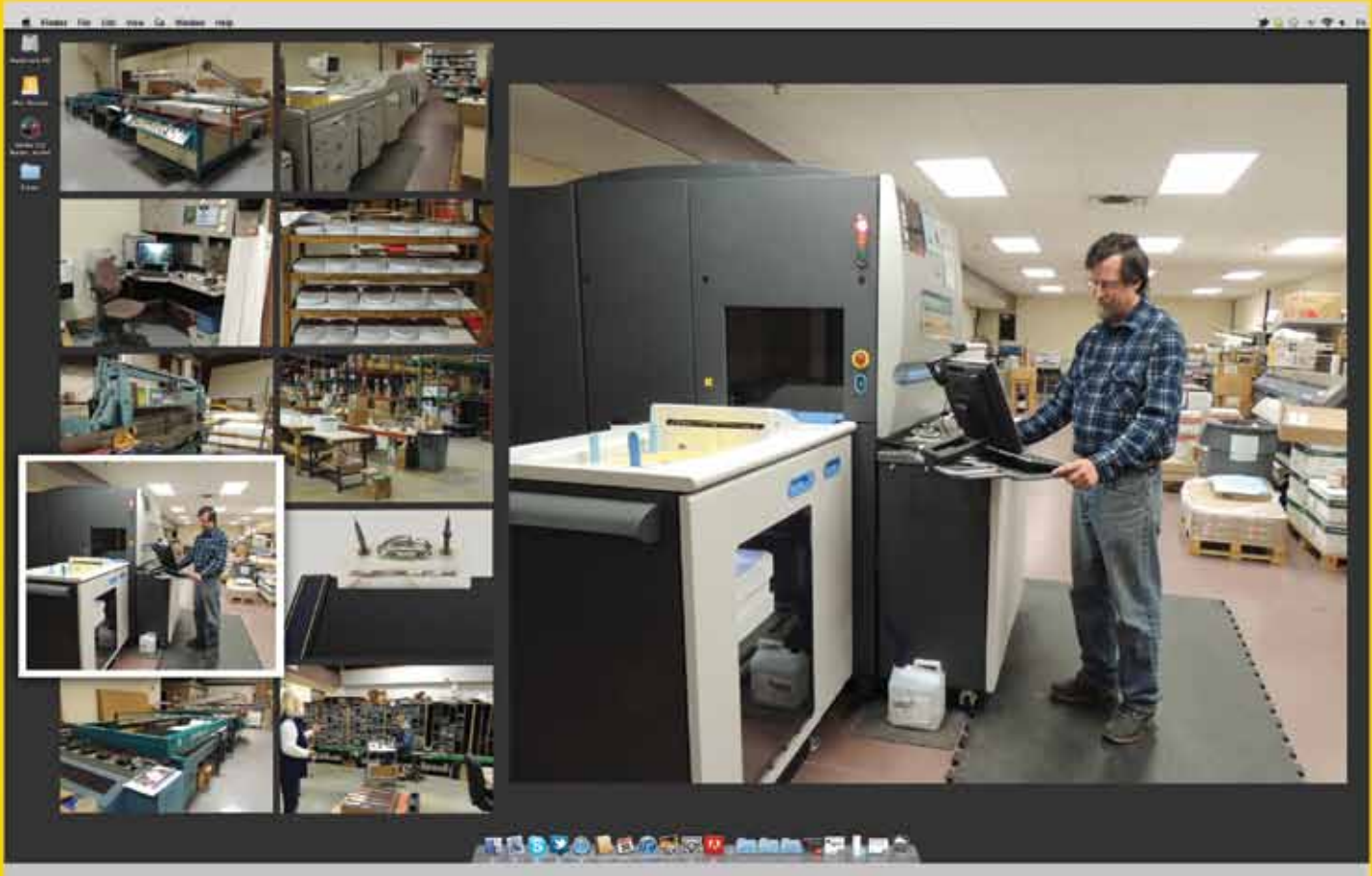
Looking Back

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Thank you!

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February/March 2014

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 34 for advertising rates.

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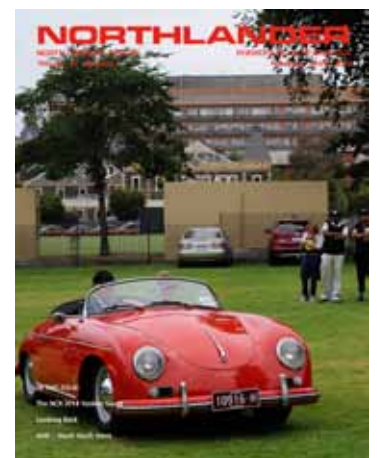
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On the Cover

The cover shot was taken by David Churcher - The start of The Great Australian Rally in January. David enjoyed nice warm weather while we were freezing...



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CALENDAR

NCR Calendar or Events

March -No Events Listed

April

6- NER Autocross School

12- NCR DE at NHMS and Make-a-wish Charity Laps

13- NCR DE at NHMS

27- NCR Autocross Event #1

May

4- NCR Spring Rally

10-11 NER DE at NHMS

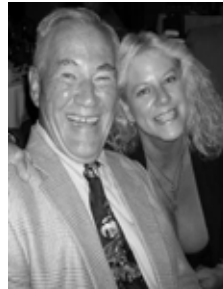
18 Porsches at Panera

31- NCR Autocross Event #2

Be sure to check the calendar for the next events.
Coming soon will be info on the Yankee Swap.

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

EDITORS' DESK



Looking forward to all of your articles and pictures this year. Be sure to send along your Porsche Fun. Believe it or not spring is right around the corner.

Email: northlander@ncr-pca.org



2014 Porsche Parade: June 15-21, Monterey California

Be sure to watch for updates on the 2014 Parade and block the date now. <http://www.pca.org/>

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Matt Romanowski **Wide Open**

Even though we've had a Polar Vortex, snow, and freezing temps, the NCR gang is still hard at work planning for summer. Joe Kraetsch and Ollie Lucier have been wheeling and dealing to get NCR the best autocross dates available. With their meticulous planning, I'm sure the autocross program will once again show how good it is. There is a reason we've been tapped to host the Zone Autocross year after year.

Mark Watson has been coordinating and planning a great DE season. Along with his cohorts on the DE Committee, they are planning on how the program can improve its already high standards. I know there will be more track time with events at Thompson Speedway along with our regular NHMS and Lime Rock events.

NCR member Jeff Torrey, a veteran of many other car clubs, has stepped up to be the Rally Chair. To my amazement, only hours after the annual planning meeting, I was getting emails from Jeff who was already working on the spring, summer, and fall rallies. That is not to mention the next email I received from him where he is already hard at work on the Fall Get-A-Way Weekend!

Plans are in the works for our Annual Car Show with Make-A-Wish. We will be back at Porsche of Stratham. Harry Robinson is getting the welcome mats ready and we should have another great event. Fantastic cars, great weather (the request is already in!), a DJ, food from Kathy's Kitchen – what more could you want!

We'll also have our other charity events. The Make-A-Wish Charity Laps will be done in conjunction with our Spring DE at NHMS. This is a great chance to get out in your car with your family and friends. The folks at Make-A-Wish come out and everyone has a great time. Last year we started an autocross event with the Wounded Warrior Project that we plan to repeat. The autocross team is already working on a repeat of this event.

We are still working on putting together some Social and Tech events before the Spring is through, so keep an eye out for those. We'll have a not-so Spontaneous Dinner in March and hopefully a few more during the summer.

The place to check out the dates and info for all these events is the club calendar at www.NCR-PCA.org. This is the main area where we put all of the events, dates, times, and contact info. The calendar in the Northlander is taken from the website and will always have a lag of the most current info. The club also has an active Facebook page that has event details along with a healthy dose of Porsche related info.

One last thought for what's coming up in 2014 – the charity events. I mentioned the Car Show, Autocross, and charity Laps. In conjunction with their events autocross participants can donate money to the food bank in Devens with their registration. We also sell T-Shirts throughout the year with the proceeds going to Charity. The final charity donations we make is buying Christmas gifts for families in need. In 2013, NCR donated \$15,690.67 to charity! Hopefully in 2014 we can increase that number while enjoying and sharing our Porsches.

Welcome Jonathan!

NCR Congratulates:
Zone 1 Rep.
Jennifer Webb
and her husband
Scott on their new
addition to the family !



Jonathan

MEMBERSHIP



Laura Futterer

February/March 2014 Northlander - New Members and Anniversaries

New Members:

Felipe Avery-Miranda
Westborough, MA - 1977 911

Paul J. Banville
Atkinson, NH - 2007 Cayman

Timothy J. Crotts
Deborah Crotts - Affiliate
Greenland, NH - 2002 Boxster S

Victor Hall
Peter Zaremba - Affiliate
Fryeburg, ME - 2003 Boxster

Kelby Longueil
Maria Longueil - Affiliate
Portsmouth, NH - 2005 911

John Martin
Lee, NH - 2004 911

Thomas Mauser
Melissa Mauser - Affiliate
Hollis, NH - 1988 911

Roger Thibodeau
Charlestown, NH - 2006 911S

Peter M. Thompson,
Joyce Thompson - Affiliate
West Newbury, MA

John Thonet
Patricia Reilly - Affiliate
Bedford, NH - 2013 Panamera

Member Anniversaries:

1 Year

Bill Coffill
Janice Coffill - Affiliate
Hudson, NH - 1978 911 SC

Kev Getty
Meredith, NH - 2002 911

Peter M. Klevitch
Alexandre Klevitch - Affiliate
Somersworth, NH - 1982 911 SC

Cam Martineau
Hampstead, NH - 1986 944 Turbo

Steve Sanger
Portsmouth, NH - 2010 Boxster

Tom Sullivan
Diane Sullivan - Affiliate
Newport, NH - 2011 GT3 RS

Brent Torre
Concord, MA - 1998 Boxster

2 Year

Erwin Crampton
Merrimack, NH - 2007 911 Turbo

Ted. Harris
Keene, NH - 2007 Cayman S

Dan Polagruto
Bolton, MA - 1984 928

Aaron Walker
Lisa Walker - Affiliate
Natick, MA - 2004 911 GT3

Richard S. Williamson
Audrey Williamson - Affiliate
Kennebunkport, ME - 1982 911SC / 1984 911Carrera

5 Year

Dennis A. Mascetta
Scott J. Mascetta - Affiliate
Buzzards Bay, MA - 1996 Carrera / 1987 911

10 Year

Michael Dunavin
Karen Dunavin - Affiliate
Charlotte, VT - 1995 993

Jason M. Hildebeitel
Patricia K Hildebeitel - Affiliate
Milton, VT - 1989 944 S2 / 1981 924 T

continued on page 18...

**Rich Willey**

Where The Rubber Meets The Road

MOTOR OIL: I am no oil expert and hopefully others who are will weigh in via our website or Facebook page but there are reported bearing failures in Cayman Gen 1 cars (2006-2008) during DE and AX events. The heavier pistons in "S" model are reported as one cause. High cornering loads when using "R" compound tires another. Solutions offered include deeper oil pans for more oil capacity, pan baffles, and oil accumulators. The recent PANO article on the LN Engineering 4.2L Cayman mentioned that bearing failure was more a result of high oil temps which caused a reduction in oil film on the bearings, than an oil starvation issue due to G-forces. Their solution was bigger radiators, better air flow through them via a GT-3 front end and Joe Gibbs racing oil.

What I have learned is that zinc and phosphate levels are a main determinant of any oil's ability to maintain lubrication at high load/ high heat. It forms a film on metal surfaces at high temps. Older oils had higher zinc levels but regulations to protect catalytic converters and O2 sensors require today's standard "street" oils to have zinc and phosphate levels of only 800-900 ppm. "High mileage oils" have slightly higher zinc levels. I believe ZDDP is the "normal" zinc and ZDTP is the zinc often found in racing oils.

I found a Mobil oil comparison chart which shows zinc and phosphate levels for all their oils as well as usage recommendations. Mobil1 0W-40 is recommended for Porsches and as it turns out, has a phosphate and zinc level approximately 30% higher than the so-called standard requirement. 5W-50 has even higher levels and is also recommended. Full racing oils which are not recommended for street use, are in the 1700-1800 ppm range. Higher zinc level oils require more frequent oil changes. If you AX or DE perhaps checking your oil bottle label for zinc/ phosphate levels is worthwhile.

MAGNUS RESULTS- Daytona 24 hr race: Magnus qualified 15th in GT-D but there were 46 cars ahead of them on the grid. They ran mid pack the whole race. Mid race, the paddle shifters stopped working as John Potter left the pits, due to an air compressor failure (these are pneumatic blip and shift cars). After an agonizingly slow lap they fixed it in 90 seconds. (BTW- Andy Lally predicted that the transmission would fail during a Podcast on Thursday after qualifying.) They damaged two splitters and the new Krontec refueling system was problematic but they soldiered on finishing 12th about 17 laps down.

STUFF YOU DIDN'T KNOW: The GT-D Porsche is faster than the Delta Wing down the Daytona back straight. The Ferrari pulls away from the Porsches down the straight because of better mid-range torque, but the Porsches catch up toward the end due to better aero. All Magnus cares about is brake consistency because any brake pad will stop the very hard, spec. Continental tire. Magnus is John Potter's (owner/co-driver) middle name. Magnus spent all of December and January just getting the new 991 GT America to drive as well as the old 997 GT3 Cup car. Andy Lally was offered a 2014 ride by Patrick Dempsey Racing but remained loyal to Magnus. Magnus finished ahead of Dempsey Racing at Daytona. There are a lot of unhappy teams. NASCAR which now owns this series expects teams to show up a day early for race prep, and to make changes almost overnight based on NASCAR's frequent rule tweaks to equalize the car/driver performance. Homologation specs were still not published by the start of the 24hr race. Along with more events this year, these expectations could increase team costs by as much as a third. Maybe Brumos was right to sit out 2014.

Check this out.

www.gordonkirby.com/categories/columns/theway/2014/the_way_it_is_no418.html



Mark Watson **MY SPIN ON THINGS**

It's January 18th and we just finished our Board meeting where we start to plan and organize the year's activities and events. Our DE planning meeting was the 11th of January so we were well prepared to review our plans, schedule and budget for 2014. It looks like 2014 is going to be a great year with a good variety of events and activities in which you can participate. Keep your eyes on the calendar and NCR website to make sure you don't miss something. I'm very excited about our upcoming DE season and I hope you will feel the same way.

First of all, we reviewed our 2013 season and thought we did pretty well but came up with some ideas that we expect will make things even better for 2014. I want to thank Ron Hirschberg for his note and thoughts on implementing a 'Track Buddy' program for new drivers. We thought that was a great idea and we will be working to implement something that we hope will reduce some of the anxiety for someone thinking about attending a DE event as well as for those new drivers who might want some 'company' during the event. I am not sure how this will evolve but for those of you who have not attended because you just weren't sure what to expect – we hope the Track Buddy program will help get you out on the track. We're also planning more classroom sessions to talk about more general topics associated with your car like: tire terminology and what tire should I buy, you as a driver, pros and cons of driving vs towing your car to the track and not just sessions about flags, the line and passing signals. We still intend to keep hosting a professional driver / coach at most of the events so you can still get tips on improving your high performance driving skills as well as private coaching.

We spent a lot of time on the budget and looking at the relationship between expenses (track rental fees, flagger costs, safety equipment fees and the other things we get charged for) and the registration fees. We are doing our best to hold the fees down but it is tough in the face of rising expenses. In the end, we don't want to raise registration fees; WE WANT MORE DRIVERS. We want to give you a good value and experience for your hard earned \$\$'s so just be assured that we are trying to hold our registration fees as low as possible and with luck, they should not vary from last year. As I said, it is not just about registration fees, it is about participation so rather than focusing on increasing costs, we are focused on raising participation and we need your help and support not only to participate but to help find new drivers and encourage them to come to the track. Novice drivers will have a Track Buddy to make sure they know what to do and what to expect, an excellent instructor to make sure they have fun and stay safe, an opportunity for some class room time to ask questions and get acquainted with other drivers and most importantly they will have the remainder of the DE'ers to make them feel welcome and part of the event. Let's work together to get more drivers at our events and make the 2014 DE program even more successful.

We continue to get information on / from Thompson Speedway Motorsport Park (TSMP) regarding local hotels and other accommodations in the area. Go to thompsons Speedway.com to get specifics on the track, look for some mailings with information and as always go the NCR DE website so you can see what we know.

Attached is an updated and hopefully final combined Track Schedule for NCR, NER and Zone 1. Registration opened on 01 February so if you have not registered by the time you read this article go to motorsportreg.com and get it done! You probably only have about a month to get your car ready for the April Season Opener so make an appointment with your mechanic to get your car ready for the April 12 & 13 event at NHMS. Remember that things wear out so check to see if you need to order another set of tires or a set of brake pads as well as restock your supply of brake fluid, oil and windshield cleaner. Might as well get what you need for the season while the car is in the shop.... Stay safe and warn until we meet at the track or one of our other NCR sponsored activities.

Mark

2014 NCR, Zone 1 and NER Drivers Education Schedule*

Date	Track	Host Region	Comments
April 12 & 13	NHMS	NCR	Season Opener; Make-a-Wish; Track Dinner
May 10	NMHS	NCR	Car Control Clinic
May 10 & 11	NHMS	NER	Novice Day and Season Opener
June 06, 07 & 08	Watkins Glen	Zone 1	48 Hours at the Glen
June 23 & 24	Limerock	NCR	Garage Party
July 07, 08 & 09	Mt Tremblant	NER	Concurrent with Blues Festival
August 02 & 03	Thompson	NCR	Be one of the first to experience the new track
August 12 & 13	NHMS	NER	DE
August 22, 23 & 24	Watkins Glen	NER	DE
September 09 & 10	NHMS	NCR	Garage Party
September 26 - 28	Thompson	NER	DE
October 09 & 10	NHMS	NCR	Season Closer and Track Dinner

* NCR event registration will continue to be on motorsportreg.com
NER event registration will continue to be on clubregistration.net

"Do You Know Why I Pulled You Over?"

By Ed Moschella (Edited by Rich Willey)

(Editor note: I skinned down an article which Ed Moschella wrote for the recent Nor'Easter and was kind enough to pass on thinking it would interest NCR members, so thanks for thinking of us Ed).

Recently NER held a two hour session with a Massachusetts State Police Sergeant who is a patrol supervisor in the western part of the state with thirty five years of law enforcement experience. His willingness to share his experience was both enlightening and entertaining, but also not a "how to get out of a ticket" tutorial.

You might find interesting:

Laser speed detectors are the tool of choice. So all your old radar detectors are worthless on MA state highways. (ed. likely in NH too)

Regarding which vehicle is stealthiest. A flat black mid 80s vette with no front plate.

State police do not have a ticket "quota". (ed. I expect that is not the case for local police) but they do perform policing duties in accordance with industry standards and ticket writing is one of those duties. He went on to say that with few exceptions (texting and operating under the influence the most obvious) officers have full discretion in whether to write a citation or a warning.

Warning citations do not show up on trooper's computers.

MA does not use toll booth transponders to calculate speeds for the purpose of citations but for those of you going to the Glen, NY troopers do.

Worst accidents he has seen? Collisions with a moose.

When asked about police vehicle performance he cited what Autocross and DE drivers already know... it's the tires that make the biggest difference.

His vehicle of choice is a low profile (no roof lights) Crown Vic. His personal vehicle, a hemi Challenger.

Announcing NCR's 2014 Car Control Clinic

Mark your calendars: Saturday, **May 10th, 2014** - 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). 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)

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

Sign up early, as it will fill up quickly!





Judy Hendrickson **LOOKING BACK**

Last month we covered the Jan/Feb 1994 issue and this month we will cover the Jan/Feb 2004 issue. There was no comparable issue for 1984. While most of the 2004 issue was dedicated to upcoming event announcements and regular columns, there was an article covering the 2003 NCR Instructor of the Year, Bob Tucker, that I thought bore reprinting as this individual is still contributing to the club as one of our advanced driver instructors and instructor candidate mentors and it seemed fitting since our current Chief Instructor, John Dunkle, comments on the mentoring he received from Bob.

I also promised I would tell you a bit about my trip to Germany in December. First it was a whirlwind trip. Although I was in country 15 days, I covered over 3000KM in that time. I do not recommend this, but as my travel buddy, who had never been to Germany, wanted to try to see everything in one trip. I am fortunate to have a native good friend and fellow NCR'er, Berthold Langer, who is currently residing in Germany, provide a base of operation from his home in Grünberg, about an hour and a half northeast of Frankfurt. He and his friend, Margit Schneider, acted as tour guide for the first few days while we toured around his hometown, Marberg, Alsfeld and Erfurt.



Margit Schneider and Berthold Langer at their favorite "pub" in Grünberg

Then we were on our own to Meissen, Dresden, Regensberg, Munich and Neuschwanstein. We joined back up again in Stuttgart for the proverbial visit to the factory and museum and the Christmas Markets in Strasbourg, France. Then we were on our own again thru the Black Forest, on to Heidelberg, Rothenburg ob der Tauber and back to Grünberg.

My main purpose for this trip was to experience the Christmas markets in Germany.



A very large Christmas Pyramid, Erfurt

Every town, large or small, has one. Some only for one weekend during the Advent season, the larger towns having multiple markets filling every open square and lasting the entire Advent season beginning the first weekend in December and lasting to Christmas Eve. Think craft fair and county fair combined. The larger towns with multiple markets will have various themes – food, Christmas ornaments, medieval, etc. By far the most interesting were the medieval markets where proprietors are dressed in period costume and practicing ancient crafts – blacksmith, woodcarver, weaver, etc. I must say they have much better food and drink to offer at their “markets” than we do – all forms of Glühwein, Grog, wurst, etc and like here, everyone turns out for these events regardless of the weather. Weekends are wall to wall with people of all ages and weeknights are only slightly less hectic. Weekdays are not so crowded, but lack the nighttime ambiance of the Christmas season.



Erfurt Christmas Market at Night

Definitely a unique experience and one I highly recommend. And while the weather can be unpredictable in December and the days are very short, the tourist crowds during the day are nothing compared to the prime travel months making touring historic sites a real pleasure.

As for the Porsche Factory and Museum, much has been written about this by previous travelers. This was my third visit to the factory, but the first since the new museum was opened and nearly 19 years since the last visit when I picked up my Jelly Bean blue 1995 993 there in October 1994. Certainly far more automation has occurred in the factory. Even the upholstery shop is automated now, no more little old ladies hand stitching sun visors. No photography is allowed in the factory now due to German privacy laws for the workers. While the museum building is stunning and certainly there are far more examples of more recent models on display, I did not find the selection of historic cars significantly greater than before or what I have been able to experience at other venues, such as the no longer extant Russo Bianco Museum that was in Aschaffensberg, the Collier Museum in Naples, FL, 1998 Monterey Historics, or the various iterations of Rennsport Reunion. I guess I have been truly fortunate to see so many historically significant Porsches during my life.

I found the 991 cut in half to be an interesting display.



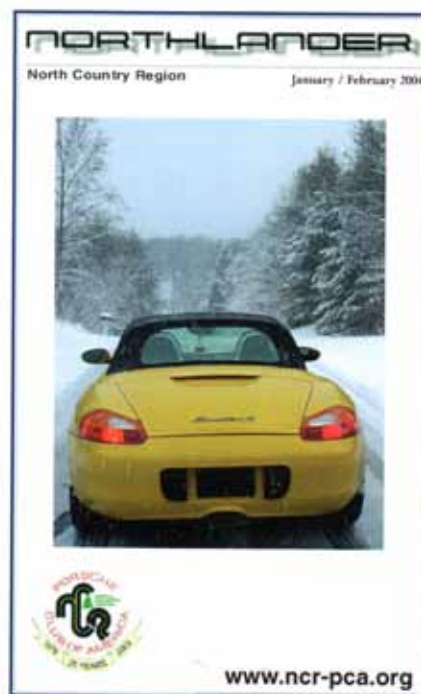
The display of trophies won by various factory teams over the years was impressive.



My favorite 4 cylinder motor – the Fuhrmann 4-Cam. I recently saw one on ebay where the bid was \$98K and rising!



From Volume 27, Issue 1, January/February 2004



Cover Photo: Basil Tsiaousopoulos

NCR 2003 Instructor of the Year By Ellen Beck

Bob is always ready to help, and unfailingly cheerful at our events. No matter how busy he is, his response to a request for help is, "Sure."

Whether a mechanical problem, a last minute car tech, taking a last minute extra student, or doing an instructor checkout, Bob changes gears faultlessly and handles everything calmly and efficiently.

His students all report that he was "perfect" for them, and repeatedly request more days with him.

With the huge variety of personalities and learning styles out there, Bob always manages to be calm, collected, and "just right" for the needs of his students. When asked what he liked best about teaching driving, Bob says he loves to see people "get it", with the big smiles of success. "Tuck" is one of our most popular instructors, for good reason!

Bob also serves our DE program as a "check-out" instructor for approving new and transfer instructors to our program. This involves acting the part of the novice driver as the instructor candidate plays the role of instructor. Bob creatively makes errors in judgment and small mistakes while driving, to test the skill of the new instructor. He finds this the most challenging task, but is dedicated to the concept of training NCR's instructors to be among the best in PCA.

This year he also began mentoring instructors.



John Dunkle recounts, "I was both pleased and privileged to have Bob as my Instructor Mentor. Bob mentors Instructor Candidates as naturally as he teaches students - assisting them to achieve their personal goals while, at the same time, instilling confidence. It's rare to find any instructor who is as accomplished in both abilities as Bob. And, these qualities are only exceeded by his natural talent for driving."

Please join me in congratulating Bob Tucker as 2003's Instructor of the Year, as he joins past Instructor of the Year recipients Peter Faill, Abe Anderson, Phyllis Stibler and Blair Talbot in representing NCR's exceptional Instructor corps.

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continued from page 8...

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15 Year

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Charles J. Purwin
Nicole Lemieux - Affiliate
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Anne-lee Verville
Martin P Verville - Affiliate
Hopkinton, NH - 1999 Boxster

20 Year

Robert Berthelette
Suzan Berthelette - Affiliate
Meredith, NH - 1978 911 SC

Pete Rokel
Nick DeRosa - Affiliate
Windham, NH - 1979 928 / 1988 951

Frank Sapareto
Frank Sapareto III - Affiliate
Derry, NH - 1986 951

35 Year

Raymond Ayer
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A few great pictures supplied by David Churcher - he was going through some old pictures his mom had while visiting Australia. Maybe we can get him to tell us all about them.....



NCR – Make A Wish Day-Saturday April 12th!



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)

Driver’s Meeting - MANDATORY - April 12th, 2014 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.

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

Check 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___

_____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

_____ 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

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) If both parents sign before event please have notarized.

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Some Yankee Swap chat time.....

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Attention 996 or 997 Turbo, GT3 and GT2 owners

by Edgar Broadhead

There is a known coolant hose and pipe failure on these engines (the so called GT 1 engine). Hose replacement is relatively simple, but the glued pipe repair is more difficult. The latest version of the large coolant hoses and clamps seems to have fixed that problem.

Some interesting reading on this problem can be found at www-odi.nhtsa.dot.gov. Go to the "Search Safety Issues" section and click on 'Vehicles'. Enter your car data, (e.g., 2004 Porsche GT3). Look for 'Investigations' and Engine and Engine Cooling will be shown. There are "20 Associated Documents" which include the correspondence between Porsche and the NHTSA. The Porsche response of 7-26-2013 is most interesting.

Repairs to the "glued" parts include a new approved Porsche part, TIG welding the glued parts or pinning those parts. Until 2007, the sealant (glue) was applied by hand by the part supplier, and later applied by machine. The sealants used may be found in the Porsche letter of 7-26-2013. Google the Loctite web site to review the sealant used. Note that it works better on steel than on aluminum.

Another interesting take on the issue is on the Sharkwerks site. Click on Tech and then on "GT 1 Coolant Pipe Prevention". The pinning method of repair seems simpler and less expensive and more reliable than TIG welding.

While none of the fixes are simple, if you are a DE participant, the car you save may be your own as well as the ones around you if you prevent this coolant hose failure.

P.S. Your Safety Chair doesn't enjoy writing Incident Reports.



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NCR Yankee Swap - 2014

by Laura Futterer

Around 30 hardy souls attended the annual NCR Yankee Swap and found a delightful way to forget about the cold winter weather and have some great fun. The swap was held at The Holy Grail in Epping, NH, where we all had a chance to enjoy a great lunch while swapping some great gifts.

I was lucky (?) enough to pick #1, so along with getting the final pick of all the gifts, I also got to write this article for Northlander. There were several varieties of wine, along with movie passes, a very heavy army-man bottle opener, jams and a 911 instruction book. A bottle of 1800 Tequila, a wall clock in the shape of a tire and wheel, a Porsche handbag, an assortment of wine vinegars and oils were also great prizes. I could go on and on.

The hot items of the swap were the wall clock, Porsche handbag, two bottles of wine plus Stonewall Kitchen Jams, and a Vic Elford autographed Porsche picture. These gifts made the rounds, with Dave Doran ending up with the wall clock, Hank Cowles with the Vic Elford autographed Porsche picture, Kristin Allen with the Porsche handbag and Rich Willey with the wine and Stonewall Kitchen jam (he recovered them for Marilyn). I ended up taking an air pressure tire gage as the last steal of the day. (P.S. it will make a nice birthday present for my better half!!)

In a nutshell, the Yankee Swap is a great social event and everyone who attended had a great time. So next year when you see the Yankee Swap date posted, mark your calendar and come join in the fun. If you're really lucky, you'll pick #1!!



Porsche parking at the Holy Grail Restaurant



Laura Futterer taking notes from all the great swaps



Jackson Romanowski patiently waiting his turn



Mommy can I open this....



Hank does not look happy that Nancy is stealing his gift



Oh but wait.. he can now steal Kristin's Vic Elford Autograph - Kristin will get him back



Edgar,Nancy, and Mike planning the strategic move...



Kristin would rather Rich take Hank's gift



Joe is really eyeballing Lisa's gift



Marilyn waiting to see what is inside - Thank you Jerry for bringing the package opener



Jay picking out his gift



Tracey chose the one with the green bow



Rich stole the bucket full of goodies - Yummy



The final swap on this item happened Feb 9th via Facebook... right Hank, Kristin, and Biff?

Algae – the New Crude?

by Tracey Levasseur

What if, in the future, vehicles would still run on a liquid fuel with the same properties as gasoline, refined in the same manner and pumped at the same gas stations, but was not acquired from foreign countries? No electricity, no fossil fuels and no need for ethanol? Think green, literally.

Researchers are again looking at microalgae as a possible alternative biofuel. Microalgae or just algae, the little green plants floating on pond surfaces, rather than macroalgae, which include seaweed, first came up as a possible alternative biofuel in 1978, during the energy crisis. However, prohibitive refining costs and lowering oil prices set algae on the back burner for about 20 years. Now with oil prices rising again and pressure to find cheaper and more environmentally friendly energy, algae biofuel is getting closer attention.

Why algae? To answer this first consider, what are algae? Algae (plural, one is an alga) are simple plantlike organisms that can grow all over the world if conditions are right. In some cases when conditions are really right, they flourish in massive quantities called a bloom. Algae take water, nutrients such as carbon dioxide (CO₂), nitrogen (N₂) and bicarbonate (HCO₃), and sunlight to grow. They turn all this into oxygen (O₂), lipid oils and other byproducts. It is this lipid oil that is the “liquid gold” to harvest from algae. Its properties are closer to crude oil than other plant-derived oils.

Besides the lipid properties being similar to crude oil, algae yield more lipids relative to their mass than other plant sources. Under the right conditions a batch of harvested algae can yield up to 60 percent usable lipid oils. And that 40 percent byproduct can be used for bioethanol, biobutanol, fertilizers and feedstock. Algae would become a completely renewable resource.

Algae, unlike other plant sources, take very little time to mature. Alternative fuel crops such as corn, soybeans, palm and sugarcane take a year or longer to mature and harvest. Algae take days to a month in the right environment. This coupled with the fact that algae take up less land area to grow and yield enough biofuel versus the other plant sources mean faster production without sacrificing acres of land. Early estimates by researchers say that 100,000 gallons of algae biofuel can be produced per acre per year under the right conditions.

Another difference is that algae are not a food crop such as corn and soybeans, so producing it for fuel wouldn't be depriving us of food. And algae can be produced on land not suitable for other agriculture, thus saving precious land for food crops.

So algae can be produced faster than other biofuel crops and much faster than fossil fuels. It cleans carbon dioxide from the air and contaminants from water. Its byproducts are completely renewable, yielding biofuel, feedstock and fertilizer among other things. And it is a source not used for food that can be grown in areas where most food crops won't grow. What's the catch?

Currently algae cultivation can be cost prohibitive. There are several ways to “raise” algae, but in order to get the most bang for the buck there has to be a controlled environment. The open-pond system is as the name implies, an open body of water on which the algae grow. This system, while being the most cost effective, is at the mercy of the elements – sun, rain, wind and contamination. A closed-loop system involves a tank or system of clear tubing in an enclosure in which the algae are “force fed” water, nutrients and artificial lighting. Everything is precisely controlled, but at a higher price.

Once the algae are ready to harvest, the refining process can also be costly. In fact, it's currently the biggest cost in the algae biofuel process. Algae don't like to give up their lipids, so there are several processes to press out or chemically extract the oil from the other byproducts.

Researchers have discovered that algae produce the most lipids when under stress. It's not just a matter of fattening algae so they'll produce more oil. On the contrary, algae yield best when they're lacking a vital nutrient. So researchers must find out the most ideal conditions for the various kinds of algae since there are different species depending on the environment. There would also be much genetic research to determine the best traits of algae to “breed for” or manipulate at the molecular level, all of which takes time and funding.

The last important factor that hasn't been proven to date is the road test. A vehicle has not been driven using 100 percent algae biofuel as of this writing, not even a lawn mower. Until this test is conducted, there's no way of knowing whether algae biofuel could replace conventional gasoline.

The fact remains that we have to find a suitable, reliable alternative to crude oil. All the current choices thus far – electricity, ethanol, etc. – have just as many pros and cons as algae biofuel. However, looking at the pros and cons of algae biofuel cited here it would seem that those negatives are easily solved with a bit more research and testing. If a vehicle can be run on algae biofuel successfully, it's possible that investors will pay attention enough to give funding and speed the process along. Then the potential of algae biofuel as crude oil's replacement would get even greener.

For further information:

<http://www1.eere.energy.gov/bioenergy/algae.html>

<http://www.oilgae.com/>

http://en.wikipedia.org/wiki/Algae_fuel

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This is a non smoking event.



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. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

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Autosportsnortheast	Maine	(207)698-1000
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Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
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Porsche of Nashua	New Hampshire	(603)595-1707
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Precision Imports	New Hampshire	(603)624-1113
AVA Restoration	New Hampshire	(603)563-8910
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Continental Automotive Repair Service	New York	(845)356-2277
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Akira Mochimaru, Natick, MA am904gts@gmail.com



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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



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Jerry , Pat, and Paul having some Yankee Swap fun!!!

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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

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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 advertisers part way through the year.

BTW



For those who did not recognize that cute face, it is Edgar Broadhead - NCR's Safety Chair and Senior Advisor



Paul Tallo's nephew Alex checking out a new Porsche at the New Car show in Boston MA.

NEXT MONTH

First NCR 2014 Spontaneous Dinner Night

At EPE we have always taken great pride in providing the finest service available for your Porsche. As another example of our dedication to enhancing and preserving your Porsche driving experience, we are pleased to offer local Porsche owners the sale and professional installation of "The Guardian." The IMS Guardian™ was developed to be the first early engine failure detection system available for your M96 engine. This product was created specifically to alert the driver to a potentially imminent IMS bearing failure.

This deceptively "simple" device, containing no moving parts, applies concepts and technologies first employed in the aircraft industry decades ago.

Designed to work in most water-cooled cars the display integrates seamlessly with your Porsche's interior. Installation required is just a few extra hours in conjunction with your next oil change.

While not infallible, it is quite possible that this device, when used in concert with a conscientious maintenance program can help provide the peace of mind and stress relief that has been so elusive to the many water-cooled Porsche drivers afflicted with "WCPDPTSD".

With worldwide demand for this revolutionary new product being as high as it is, we have decided to inventory a number of these units. Please give us a call or drop us a note if you have any questions regarding this or any other Porsche related topic, or if you would like to schedule an appointment to have us install one for you.

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