

NORTHLANDER

NORTH COUNTRY REGION

Volume 39 Number 5

PORSCHE CLUB OF AMERICA

June 2016



IN THIS ISSUE:
NCR Autocross #1
Prestige and Elite Auto Detailing Tech Session
And....Much Much More

Go out and play!



CPI has got you COVERED



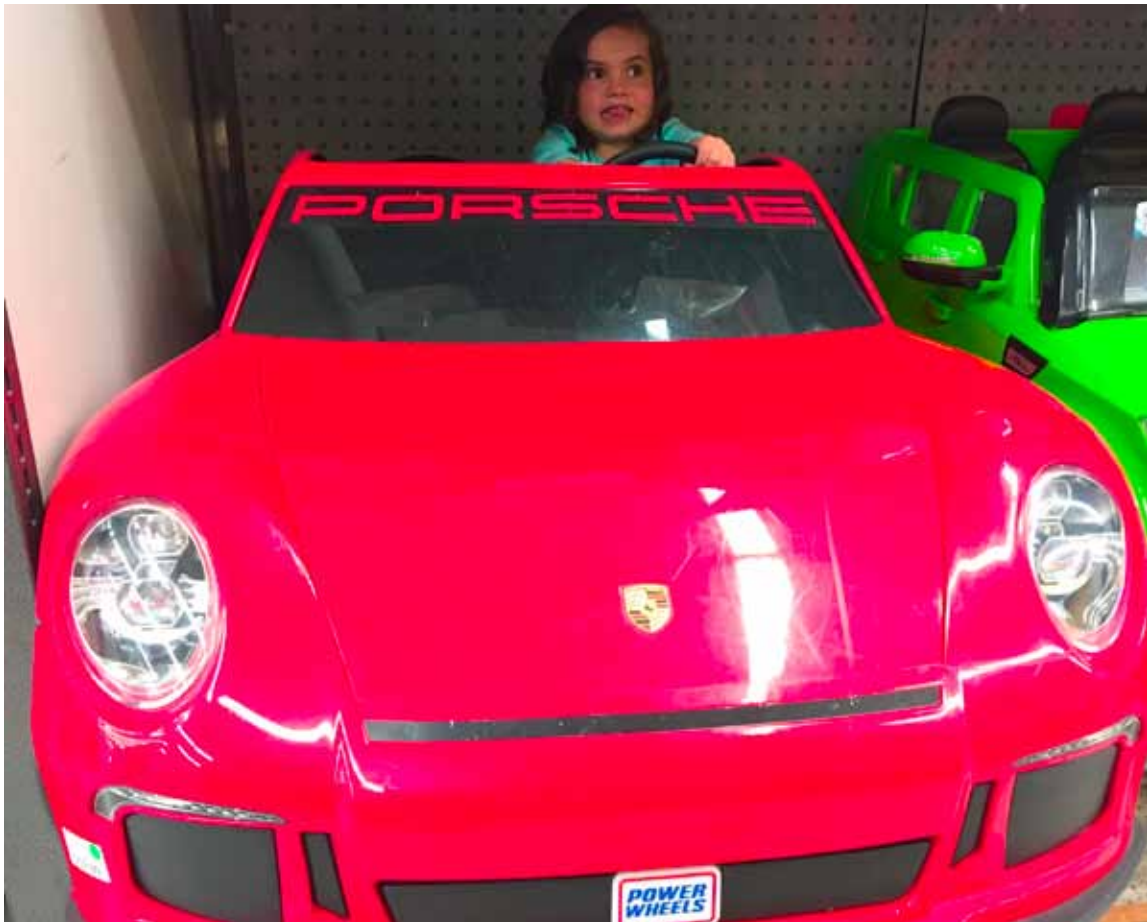
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Samuel is just doing some routine maintenance!



Gabby needed her first Porsche to ride around in - after all her birthday was in May



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Statement of Policy

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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 48 for advertising rates.

NORTHLANDER

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June 2016

Upcoming Events

- 5** Calendar
- 7** PCA Parade
- 12** Autocross Calendar
- 19** Retro Automotive's Covered Bridges Tour
- 21** PCA Escape
- 33** MAKE-A-WISH CAR SHOW at POS

Departments

- 4** Board of Directors & Committee Chairs
- 5** Editors' Desk
- 6** Membership
- 9** President
- 10** Vice President
- 27** Safety
- 28/29** The Mart
- 34** Advertisers' Index

Features

- 11 NCR Autocross #1
- 15 Looking Back
- 22 Prestige and Elite Auto Detailing Tech Session
- 25 BTW
- 31 All Dressed Up With Nowhere To Go
- 32 It's Back, The Cannonball Redux



11



15



22

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On the Cover

This photograph taken during the NCR Autocross #1 by David Churcher. GT4 is Scruffie's new ride...



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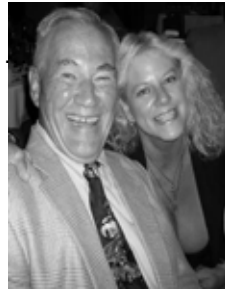
CALENDAR

Date	Day	Time	Event	Location
June 3-5	Fri-Sun	7am-5pm	Clash @ the Glen	Watkins Glen, NY
June 10-12	Fri-Sun	7am-5pm	NER DE	Palmer Motorsport Park
June 12	Sunday	7am-5pm	NCR Autocross #2	Devens, MA
June 14	Tuesday	6:30pm-8:30pm	Board of Directors Meeting	
June 19-26	Sun-Sun	7am-5pm	PCA Parade	Jay Peak, VT
June 27-28	Mon-Tues	7am-5pm	NCR DE	Lime Rock, CT
July 4-6	Mon-Wed	7am-5pm	NER Driver's Ed	MT Tremblant
July 16	Saturday	10am -	NCR Summer Tour/Rally	
July 24	Sunday	10:30am - 1pm	NCR Make-A-Wish Car Show	Porsche of Stratham
July 31	Sunday	7am-5pm	NCR Autocross #3	Devens, MA

www.ncr-pca.org



EDITORS' DESK



June - Spring has finally sprung!

Memorial Day Poem:

A time for laps around the track, picnics, time off work, and smiles you see.

A holiday that we often forget what it should be.

A time to pay respect for those who rallied to the war's cry.

Who were injured or gave their lives for freedom for you and I.

Such a waste of brave young soldiers, some still struggling through their tender tears.

Who faced and fell willingly before wartimes' terrible fears.

So as we share this holiday with our trackmates, friends, and family with glee.

Be sure to take a moment to give thanks for those who were injured and died so we'd be free.

Let us strive for world peace for many laps around the track and for the end of greed and hate.

For the next time, after "the war" It just may be too darned late.

Thank a Vet because they have done so much for all of us.

They are heroes for sure and thanks to all is a must!

Thank you to all of our Veterans!!!

www.ncr-pca.org



Maria Dona, DMD, MSD, DMSc
Sheila E. Tucker, DMD, MMSc

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MEMBERSHIP



Laura Futterer

New Members:

Timothy Antaya
Hampton, NH – 2014 Panamera 4S

Jeffrey Keefe
Portsmouth, NH – 2015 Boxster S

Jim Lintner
Franklin, NH – 1977 911S

Haleem Mediouni
Merrimack, NH – 1972 911T

June - Member Anniversaries

1 Year

Rachel Baker
Westford, MA – 2008 Cayman S

Scott Barrett
Hollis, NH – 2008 Cayenne

Kurt Gerrish
Lebanon, NH – 2008 911 Targa 4S

Carl Schulz
Brookline, NH – 2004 Boxster S

Trent Toensing
Lyme, NH – 2015 Boxster GTS

2 Year

Athena DeGangi
Carleton Williams
Chelmsford, MA – 1989 944 Turbo

Jeff Long
Bedford, NH – 1999 911 Carrera

2 Year cont'd

Paul Santana
Lindsey Santana
New Boston, NH – 1999 911 Carrera

Bill Tyson
Walpole, NH – 1995 911 Carrera 4

5 Year

Harvey Ames
Doreen Ames
Hancock, NH – 2008 911 Carrera

Debra Learmonth
Peter Markos
Dover, NH – 2010 Boxster

Timothy Phoenix
Cheryl Phoenix
Stratham, NH – 2007 911 Carrera

10 Year

John Fusco
Joseph Fusco
Ogunquit, ME – 1967 911

Richard Merkle
Betsy Merkle
Moultonborough, NH – 2006 911 Carrera S

15 Year

David Reilly
Debbie Reilly
North Stratford, NH – 1965 356

Kevin Williams
Greg Krach
Chaplin, CT – 1987 944

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



June 19 - 26, 2016
2016parade.pca.org



NCR and NER DE Schedule - 2016

DE Schedule

- June 27-28 @ Lime Rock
- August 6-7 @ Palmer
- October 15-16 @NHMS

NER dates:

- June 10-12 @ Palmer
- July 4-6 @ Mt. Tremblant
- August 12-14 @ Watkins Glen
- September 23-25 @ Palmer

Jay Peak, VERMONT	LOCATION	Primary Entrant Activities							Regularly Scheduled Events							PARADE 2016																					
		for detail, visit @ http://2016parade.pca.org/																																			
		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday															
Art Show	The Hayes (Conv CR)	11:00a - 5p drop-off	3:30 Sp reception	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p														
Car Wash	Parking Garage entrance	check schedule for specifics, generally stocked by 8p							also available at Stratford Postoffice																												
Concours Prep	Parking Garage	drop spaces open by Friday 17th. Garage will be 24 x 7 from Friday morning through drop weekend																																			
Goodie Store	Palmer (Conv CR)	11:00a - 5:00p	12:00p - 5:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p	9:00a - 4:00p															
Hospitality	Ice Haus	1:00p - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p															
PCA Parade Kids activities	Family Room (Hotel Jay)	See Schedule - Multiple options each day, visit: http://parade2016.pca.org/kids.html																																			
Parade Info Desk	Ice Haus	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p	9:00a - 5:00p															
Late check-in	Ice Haus	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p	9:30-11:30a	12:30-3:30p														
RC Practice Track (appt or DIY)	TBD	1:00p - 3:00p	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a	9:00a - 11:00a															
Safety/Tech Inspection	PCA Departure Lot	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p	1:00p - 4:00p															
TBDUs - variety awaits!	Support - Condo roadways	Bus & Driving Team (DT) runs through Sat, visit http://2016parade.pca.org																																			
Trophy pick up	PCA	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p	9:00a - 1:00p															
SATURDAY	6/18/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
Welcome Tent	Clubhouse Corner																																				
Concours 101 / Parade 101	International Room																																				
SUNDAY	6/19/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
Concours 101 / Parade 101	International Room																																				
Welcome Tent	Clubhouse Corner																																				
Parade Check-in	Ice Haus																																				
Board of Directors mtg	International Room																																				
Historic Workers mtg	Wedding Barn																																				
Concours Worker mtg	Clubhouse Tent																																				
Protest Committee mtg	Train Base Cafeteria																																				
Concours Judges mtg	Clubhouse Tent																																				
Welcome Party & Social	Slopeside (outdoor)																																				
MONDAY	6/20/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
Concours D'Epagne	Jay Peak Golf Course	Hedge																																			
TSD Rally Worker mtg	International Room																																				
Wine Tasting	Ice Haus																																				
TSD Rally School	International Room																																				
Autox Chalk talk	Train Base Cafeteria																																				
Vermont buffet, with spirit!	Parade Pavilion																																				
Dinner Cruise Northern Star Lake	Newport VT																																				
TUESDAY	6/21/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
TSD Rally	PCA Departure Lot	Stage, Rest car out at 8																																			
Autobross	Newport Airport																																				
RC Car Competition	Train Head Slopeside																																				
Ice Cream Social	Tower Bar/Slopeside																																				
Seminars by Porsche	International Room																																				
Concours Social Hour	Ice Haus																																				
Concours Banquet	Parade Pavilion																																				
WEDNESDAY	6/22/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
Autobross; 501-512, P01-P02	Newport Airport																																				
Michelin Drive & Experience	Newport Airport																																				
Golf Tournament	Jay Peak Golf Course																																				
Beer Tasting in Hospitality	Ice Haus																																				
Checkpoint Social Hour	Ice Haus																																				
Checkpoint (Rally) Banquet	Parade Pavilion																																				
THURSDAY	6/23/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
Autobross; P03-P16, Imgr & Mod	Newport Airport																																				
Michelin Drive & Experience	Newport Airport																																				
Gimmick Rally	PCA Departure Lot																																				
Seminar-Manny & Dieter	Ice Haus																																				
Brats & Brew	Parade Pavilion																																				
Dinner Cruise Northern Star Lake	Newport VT																																				
FRIDAY	6/24/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
Tech Quiz	International Room																																				
Tech Academy	Parade Pavilion																																				
Outlet competition Box lunch!	Parade Pavilion																																				
CAN/AM Fire & Ice Stations	Ice Haus																																				
Early Apex Social Hour	Parade Pavilion																																				
Early Apex (AX) Banquet	Parade Pavilion																																				
SATURDAY	6/25/16	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1	1:0	1:1	2:0	2:1	3:0	3:1	4:0	4:1	5:0	5:1	6:0	6:1	7:0	7:1	8:0	8:1	9:0	9:1	10:0	10:1	11:0	11:1	12:0	12:1
S-K	Jay Golf Cart Path																																				
Volunteer Lunch	Parade Pavilion																																				
Victory Social Hour	Ice Haus																																				
Victory Banquet	Parade Pavilion																																				

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PRESIDENT



Jeff Torrey - Just around the corner...

President's Message..

Our driving season is well under way. NCR events have been planned out and participation has been strong to date. June 19-25 is this year's Porsche Parade at Jay Peak in Jay, VT. I will be offering NCR members a reception party at the NCR condo on Sunday June 19th from 5pm-7pm. Contact me for more information. Upcoming events of interest: Auto-X #2, 2 days of DE at Lime Rock, Summer Rally/ Tour, NCR's annual Make-a-Wish Car Show at Porsche of Stratham. There is something for everyone. Looking forward to the upcoming events. See you soon.

Any questions can be directed to Jeff Torrey President@NCR-PCA.org



VICE PRESIDENT



Bob Futterer - **GET 'ER DONE!!**

Spring has sprung!! Laura and I had a very busy spring; we attended the Car Control Clinic, DE and Make-A-Wish at NHMS, The NH Wine Tour, The Auto Detailing Tech Session at Prestige & Elite, and the 1st NCR-Autocross event at Devens. If you haven't found the time to check out some of the club events I hope you do. The events are always a great time and there are a lot of interesting club members to meet! Be sure to check out the upcoming events and I'm sure you'll find one that will pique your interest.

As far as the 914 Project goes, I wish I had put in as many hours on the car as I did at NCR Events!! Yeah you know where this is going....not much progress this month. I'm still working on the molds for the air induction system. The machine shop that was going to do the work on the axles was unable to finish the work. I'm currently looking at another machine shop recommended by a friend. The axels had to be shorten, which they were able to do, and then they need to have Porsche splines machined for the Porsche hubs and Subaru spline for the transmission end. The project is definitely interesting, challenging and at times frustrating.

After attending the many NCR Events, I was surprised by how many members are following the project. I get many comments and questions on the 914 and enjoy discussing my progress or for last month lack of progress. So it was just baby steps last month, but my plan is to still to Get 'Er Done!!!



Axles in progress

GET 'ER DONE!

NCR Autocross Number 1 - Fort Devens MA..

By Lisa Roche Photographs by David Churcher

Autocross number one was held on Sunday May 15th. It was an extremely windy and cool day. The timing lights blew over several times and we had to tie the tent down to Edgar's truck so it would not blow away too. At one point I found one of the speakers from the PA system had blown down and was underneath Scruffy's trailer. At another given point, the wind got a hold of one of the clipboards and all of the papers on it went flying and people were scrambling to run and catch them all. We were basically autocrossing in a hurricane without the rain, Thank God! I believe we had about 78 entrants even with the hurricane like conditions. .



The plate says FUD, but which one is driving



Jeremy working at the timing



Beautiful car



David's panoramic shot is pretty cool



Michael Catazone surveys the line up



Martini anyone? Tom Tate's 911 in classic Martini livery



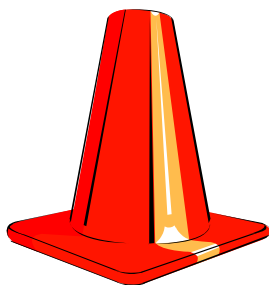
Jack Saunders is ready for his first run of 2016



Mark Gravina's red 911 SC



Christopher Reider flying thru the trap



Mark your calendar... you won't be disappointed. Autocross dates are:

6/12/16

7/31/16

9/03/16

10/8/16



The photographer's favorite car ... still



Auto Cross Co-chair, Ollie Lucier smiles for the camera



Car 770 tackling the course

425 Canal Street
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Judy Hendrickson **LOOKING BACK**

May 7th and another drizzly day. The previous week has been miserable. I swear moss is beginning to grow between my toes! However, the last week in April was quite nice and ended with, perhaps, the biggest surprise of my life. April 30th was my 70th birthday and I was expecting to have a nice dinner with my two “sons” Matt Romanowski and Jay Gratton and their families at Matt’s house. Matt and Xana’s new house has some raised gardens left by the previous owners as well as some potted herbs. The chives were really old and root bound so I dug up some of the newer chives from my garden and potted them up to replace their old ones. Since I was bringing “dirt” to the house I went around to the back door versus bringing dirt through the front door.

The back slider was open and as I looked in, all I saw was Jay’s dad, Jim Gratton, with baby Samuel. Nothing really out of ordinary there as Jamie, Jay’s wife, was still out of the country escorting a Goffstown high school group in Germany. But then my grand nephew from Vermont, Andy, jumped out from around the corner and yelled SURPRISE!, then his Mom, Kirsten, and her Mom, my sister in law, Linda Hendrickson. Suddenly there was her husband, my late husband’s younger brother, Art. My first thought was Wow!, Matt got my family to come down and help celebrate my birthday. Yes, but that was only the beginning. Soon they were joined by a crowd of people, many of my NCR friends and many of my ski friends. Contrary to Matt’s prediction, summer Judy and winter Judy friends coming together did not create an explosion. ☺As I worked my way into the crowd, the surprises never stopped. Friends came from as far away as Rhode Island and my good friend Ellen Beck, had flown in from Maryland, just to be there for the day and overnight. To say this was all a surprise would be an understatement. I had no clue. Matt and Jay, especially Matt, had outdone themselves. And everyone had done their part in keeping the secret from me, despite having had many opportunities to slip up and let the cat out of the bag. A week later and I am still trying to get my head around it all. Thank you to all who attended, all who sent me emails and phone calls and most of all for all the friendship you have extended me. While the best gift of all was having you be there, the gifts were much appreciated as well.

Now on to the business at hand, Looking Back. I wasn’t able to choose between the 1996 and 2006 June articles. Both provide an insight into the varied interests of our club.

I hope you find them as interesting and insightful as I did.

From Volume 19, Number 3, June 1996



On the Cover: Scenic spot on the seacoast – Nubble Light in York, ME as seen by Judy Hendrickson during the first driving event of the season, the Spring Rally.

Tech Session no. 4

By Darrell Fee, NCR Member

Heavy Breathing . . .

The session “Heavy Breathing” was held at EXOTECH in Plaistow, NH. I believe this was Mark Nadler’s debut into the realm of tech sessions. Let me say at the outset that this was the most useful tech session I’ve ever attended, but don’t ask how many tech sessions I’ve attended! Maybe it’s fitting that a debut performance be reported on by a neophyte. On the other hand I may be a bit biased since I have known Mark Nadler since 1989 when I brought my first Porsche, a 1987 944, to Mark for an initial check over. I really thought there must be something wrong with the car since it was being sold for such a good price. Mark said it was fine. He proved to be right. The car now has over 100k miles on it and is going strong.

Having been a frequent visitor to the EXOTECH shop, I must say that he did a good job in getting the shop set up for the visit. There was a table covered with many

good things to eat, ample folding chairs set up, and an overhead projector. There were also all manner of engine components (many owned by members) on display ranging from an ITS 944 cylinder head in the process of being ported for IMSA racing (courtesy of Noel Nelroni), to a hot wire air mass meter for a 911 (courtesy of Bob Brooks).

The session started out right on time with about 20 PCA members fabricating all manner of deli-style sandwiches, while discussing a seeming infinite array of mechanical and driving topics. It can be an impressive and knowledgeable crowd. You have to respect (or wonder about) the man who can debut in front of this crowd on a topic so dear to most of them as the "Breathing" of the Porsche power plant. But Mark is usually up to a challenge.

He got started with some basic physics, and actual equations. This flashed me back to my college thermodynamics class. He went into explaining the fundamental principles which determine the volumetric efficiency of engines. The basic thread Mark stressed throughout the entire discussion was the balance that exists between intake, exhaust, air/ fuel mixture, etc. and how any effective change must maintain this balance. Volumetric efficiency was explained in terms of the volume of air passed from intake to exhaust for a given engine displacement. By knowing the theoretical maximum attainable efficiency the factors which limit the engine from realizing this potential were explained.

Mark explained in a down to earth way how this gels into the intake manifold design, and the exhaust header design, and what the various trade-offs are. Why a long header favors a horsepower peak at lower RPM and the converse. Why cam timing affects the realized efficiency. Why exhaust valves may need to open far in advance of the actual exhaust stroke and why intake valves open before the intake stroke. This was explained so as to give insight into what effect changing the valve timing or cams is going to have. You could end up with more horsepower, but it might all be at 7000 rpm, and you can't always drive at 7000 rpm! Valve timing was tied into exhaust and intake manifold design, dimensions and resonant frequency, intake gas velocity and exhaust gas velocity. He used, as he put it, a "Mutant" 2.7 engine for an example, which had unusual valve and exhaust timing resulting in a static compression of 50 lbs, while producing hundreds of pounds at 7000 rpm. He also covered how turbos increase volumetric efficiency by forcing air in at increased pressure, and what the trade-off is.

Air/fuel mixture must be maintained and he used the example of an engine which had burned up the piston by using a turbo to increase air without increasing the fuel correspondingly.

Various members asked questions about chips, exhaust, and intake modifications they have heard of and/or tried. Mark often had a humorous response to many of these concepts. Someone asked, "What would I have to worry about if I put a certain turbo boost on my motor? Mark's

reply was "probably your license". I felt that most people came away from the session with a better understanding of how to consider any potential engine modification in terms of how it will balance with other engine characteristics, and whether a gain will in fact be realized and if a penalty will be paid elsewhere.

Mark's deep understanding of the principles of engine design were evident. Having known him for a while I know his basic approach is always as he demonstrated in this session: he looks at your car and applies the fundamental principles while always maintaining a wry sense of humor. I, for one, am hoping for another tech session next year.

From Volume 29, Number 6, June 2006



On the Cover. . .
Factory Color Chips, 1968
and 1970

DIARY OF A TRACK JUNKIE

By: Jerry Austin – Contributor

As many of you know, I joined Grand American team, Synergy Racing, last year to be a mechanic on a 996 GT3 Cup car. I recently took over as the crew chief on the 81 GT Porsche. This car is owned and driven by Steve "Mad Dog" Johnson, a New England Patriot in 1989. I agreed to this position with the provision that they would train me in the engineering aspects of set-up of this type of car. The job sounds glamorous, but read on.



Wednesday May 3

I leave my house at 4 am to drive 1.5 hours to the airport to fly from Tampa to San Jose, CA. After arriving around noon, I meet 3 other team members and drive 1.5 hours to the hotel, drop off the bags and then drive 30 minutes to the track (Laguna Seca). Grand Am does not allow unloading of any trailers until all rigs are parked, so we stand around for a couple of hours before unloading can begin. The team brings three tractor-trailer rigs to transport one Daytona Prototype, one 997 in the GS class and two 997 GT3 GT class. We set up large awnings on all but the DP trailers, as they get a garage to work in. We unload 4

sets of wheels and tires per car, fuel rigs, lots of spare parts, a number of large toolboxes and three "crash carts." At this point, about 7 pm, we start working on the cars. At 9:30 (actually 12:30 eastern time) we leave the track, eat something and get to bed.



Thursday May 4

Up at 6am (woke up at 3, which is really 6 EST), eat breakfast, team meeting at 7 am, then drive 30 minutes to the track. We go over the car finishing a "to do" list as it arrived from the shop. On the track at 10:45 for 1.5 hours of testing. During this session, we drive 4 to 6 laps and adjust on the car to try to improve handling. Our car had Ohlin 3 way adjustable shocks; the factory shocks arc not adjustable. During the session, we adjusted high-speed compression, low speed compression and rebound a number of times. We also adjusted the wing angle, tire pressures, sway bar settings and the front ride height. The 997 Cup car is extremely sensitive to front ride height setting. Grand Am requirement is about 15 mm higher on the front than the factory recommendation, so the geometry of the suspension acts differently than Porsche designed it to. After testing, we sit with the drivers and discuss the handling and determine the next plan. We prepare the car to go through "tech inspection" at 1 pm: done about 1:45. Back to the trailer and put the car on the scale pad to adjust ride height, camber and toe. This is an iterative process because changing ride height changes camber and toe. Adjusting camber, changes ride height and toe, get the picture. After the alignment is completed, the car is put up on its air jacks and a "nut and bolt" is performed to attempt to locate anything that has loosened. The car is cleaned inside and out. I leave my car for a while to assist with an engine swap on the other 997 Cup. Back to my car to finish Thursday's "to do" list and leave the track at 9:15.

Friday May 5

Up at 6, meet at 7, at the track at 7:45. Finish prep on the car for the first practice is 10 to 11:30. We go through the same drill, adjusting etc. during the session. After the session, I meet with the drivers, engineer and other crew chief to discuss the next steps. (During all of these sessions I try to keep good notes to track the problem, changes made, and the results, in an attempt to increase my knowledge). Back to the trailer to clean the car, change the rear springs, "nut and bolt" and make adjustments as a result of the debrief meeting. Our next practice is from 2:30 to 3:30. We do fewer changes this session and more

emphasis on the drivers improving their times. After practice, we debrief with drivers, change the rear springs, nut and bolt, clean the car. The car goes back on the scale pad for fairly significant changes in ride height, camber and toe settings and then leave the track about 9:30.

Saturday May 6

We skip the morning meeting and go to the track early (opens at 7 am) to prepare for an 8:45 practice. I meet with the drivers and discuss the changes made from the last test session and we make a plan for the 30-minute test session. After the test, we clean the car and make minor changes. At 11 am the 30-minute qualifying race is started. Our car qualified 13th out of 18 cars, disappointing results, because the car did not handle as well as it did in the morning test. After qualifying we put the car back on the scale pad to make more adjustments to ride height, etc. In addition to the normal cleaning, we changed brake pads so they could be bedded in during Sunday morning practice. We leave the track around 7:30.

Sunday (Race Day) May 7



We get at the track at 7 am to prepare for a 30-minute practice session. The car seemed to get worse during this practice. Back to the scale pad to adjust ride height and corner weights. A more thorough nut and bolt is performed pre-race. Brakes are bled, oil checked, coolant checked, etc. I make a quick trip to the pits to insure they are set up to meet our needs and then return to the trailer and meet with the other crew chief and team owner for a "race strategy" meeting. The drivers and I discuss the race strategy and the first driver takes the car to the grid. The race starts at noon and will run 2 hours 45 minutes. Our strategy is to attempt to do the race with only one stop for fuel, tires and a driver change. In order to do that, there needs to be at least 20 laps under caution (caution laps consume half as much fuel as racing). My job during the race was to manage the car and make the decisions about when to pit, etc. This was the first race that I had full responsibility so I was a bit nervous. As the race went on, and we had some yellow laps, I decided to pit earlier than I probably should have, in retrospect. When the driver came in, he went about 4 feet past the "lollypop" which created a bit of havoc because tire changes had started when we determined that the car needed to be rolled backwards 4 feet. It wasn't a very good pit stop. Luckily, I don't think it affected the outcome of the race. We pitted

again about 1/4 through the race to take on 8 gallons of fuel. We finished the race in 13th position, the same spot we started the race. Although it was disappointing, I'm not sure we could have finished any higher because we were about 1.5 seconds slower than many of the lead GTs. I personally learned a lot which will help in future races.

After the race we loaded as much as we could in the trailer. Some tools were left out to work on the cars Monday, to prepare for Phoenix. I left the track at 5:30 to head to the airport to fly home. I take the red-eye from San Jose to Newark then a connecting flight to Tampa. I arrived home at 12:15 Monday afternoon. I'll leave home at 4 am on Wednesday for the race in Phoenix. Although this may sound grueling, and it is a lot of work, I am really enjoying the new responsibilities and the opportunity to learn so much about engineering the Porsche 997.



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Dick was able to make the Glen with Damon's quick turn around



Dave's FIN-DA BENDA - Lisa enjoys the sun too..



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Prestige and Elite Auto Detailing Tips

by Jeff Torrey, Photographs by David Churcher

We had a great turn out at our last tech session, Hosted by Prestige and Elite Auto Detailing.

Tech Tips

Washing your Exterior – Power Wash: Dave uses a Hot water machine to dissolve road grime. A cold water machine will work in a pinch. Wet the car, soap it up and power rinse. Then rinse some more. Get all the soap off.

Rims / Wheels – Hydrofluoric Acid. Mix up in a gallon jug. One inch of concentrate and fill the gallon jug with water. Pour it into a spray bottle. Spray it on your rims and rinse immediately with clean water through your power washer.

Polishing Exterior Paint – Dave recommends a specific tool for this task. Rupes Big Foot (21 mm throw). The tool uses a terry cloth pad. Be careful of the hard edges on the pad. Pad can get caught on edges and tear through your paint.

Waxes vs Sealers – With today's technology sealers work better than waxes to protect your paint finish.

Interior detailing - Steam cleaning is the best way to go. Carpets, leather, etc. You can get a portable machine from Harbor Freight for \$150.00 . Stay about 6 inches away from the surface you're cleaning. Let the steam do the work.

Glass- Wet a micro-fiber towel. Wring it out and wipe over your glass. Follow it up with a clean dry micro-fiber towel and you're done.



David Gallagher, owner of Prestige & Elite, demonstrates wheel cleaning and proper lathering technique



NCR Tech Chairman, Bob Futterer welcomes the participants to the session



NCR Membership Chair, Laura Futterer



David gave detailed descriptions of how to do the job right



A correct fluid for each phase of the job



Laura admires Bob's work on Jeff's 911



Jeff and Bob check out the top for any stray marks ... there were none



David explaining the wash pattern



Cleaning the wheels for a spotless car



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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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Autowerkes Maine	Maine	(207)865-6600
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The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
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Precision Imports	New Hampshire	(603)624-1113
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For Sale - 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

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

For Sale: 1973 Porsche 914 1.7 -One owner since 1977. 135K miles. Body restored in 1995. Good condition. Still runs but needs some work. Asking \$5500 Contact: Kim Scoggins 843-705-6053 Kimscoggins91186@gmail.com



Boxster S - 2004 Black, 86,600 miles, 6 speed, A/C, ABS brakes, power steering, am/fm stereo with CD player (single disc), power windows, power door locks, dual airbags, leather seats. Water pump and thermostat, IMS bearing, clutch/flywheel, rear main seal and alternator have all been replaced in the last 16 months. Routine maintenance (including regular oil changes) done faithfully. Have all records under current (second) owner - female non smoker. Clean Carfax (will share) qualifies for CARFAX Buyback Guarantee. Reason for sale: needed a car with a full size backseat. \$16,300 OBRO DickAnderson114@gmail.com 978-764-0277



MantisSport Harness Bar. Fits 2006 -2011 Porsche Cayman and likely fits first and second gen Boxster. Used one year. Price new \$350 (including shipping) Selling for \$150.00

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2007 Cayman stuff: Covercraft Dustup indoor car cover, clean, like new, \$100. Covercraft sun shade, \$ 35.

Porsche Design Mens Medium Black wool and leather jacket, like new, worn less than a dozen times, \$150.

Gary Levine, gmlevine29@gmail.com, 603-252-8506.

For Sale - 2006 Harley Davidson Sportster - XL1200R. Yellow - special designer paint. \$6200.00 or BO - Contact for additional info- Ivy@Consumerprofilesinc.com



FOR SALE: Miscellaneous Porsche Stuff:

Official factory workshop manual in 10 binders for 993 series including two rare volumes covering Turbo; new condition.

Set of four Dunlop Grand Trek WT M3 255/50R19 M+S winter tires on 19 in Porsche wheels with Porsche center crest, TPMS sensors, service covers; used one season on 2008 Cayenne Turbo. Excellent condition.

21 in Cayenne Turbo wheel as used on 2008 Cayenne Turbo. Refinished by RimPro to repair minor scratches, in original Porsche box with RimPro paperwork. Looks new.

Four Ralph Boothe Design large black wheel center caps with Porsche factory hood emblem as crest. New old stock. Purchased for 993 Turbo S but will fit other models.

All priced to move. For details, photos, prices: email **to** frboswell@gmail.com.

Seats for Sale: These seats are from a 1987 Porsche 944 n/a. Driver seat is powered, passenger is not. Both seats are in very good condition. There is some slight separation at the front of the seats but that is it. The leather is in very good condition as these seats have been stored in a heated basement the last 10+ years. These were pulled from a car converted for club racing. \$500 or Best Offer: Contact Gary Wielgoszinski @ garyw944@comcast.net



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All Dressed Up With Nowhere To Go.. by Danielle Badler

From the Planet Obscura desk of the Wall Street Journal came a story recently about rich kids in India who buy “supercars” and find they have nowhere to drive them.

What a bummer. I think this brings new meaning to the term “one percenters.”

According to the article, India has 97 billionaires. That’s more than Russia and third-highest in the world, after the U.S. and China. And some 100 to 125 “super luxury cars” are sold in India annually. They define this category as more than 400 horsepower and costing over \$60,000 ... before taxes of up to 140%.

And there are supercar clubs, in Mumbai, Bangalore, Hyderabad, Chandigarh and New Delhi.

I mention these cities because I’ve been to two of them. On business. Which means you don’t get the air conditioned coach, the catered meals and the guide carrying the umbrella, who deftly escorts you through all the preset tourist places.

No, here’s what typically happened to me.

Flying from the States, you usually go through Frankfurt, and arrive in the wee small hours of the morning. You exit the plane and ... there it is, that smell. A smell which never leaves, whether you’re on the street or ambling down the corridor of your five-star super-luxe hotel.

By now it’s probably 2 am, local time. You exit customs and ... wham bang, you’ve stepped into controlled chaos, as 15 people grab at your bag, offering to take you wherever your little heart desires. If you’re lucky you find your pre-arranged ride.

So you get in the car, sit back and ... out of nowhere, a woman is staring in through the window. She’s mouthing “please” and raises up to the window what looks like a two-year-old child. Now she’s pressing the child’s face to the window. And she’s continuing to mouth, again and again, the word “please, please, please.”

The driver tells you not to give. If you do, they’ll never leave your sight.

Welcome to India.

One time, I was there for the opening of a call center that my company was setting up. One of the locals tapped me on the shoulder and told me they had a battery back-up system. “Would you like to see it?” he asked.

Sure, I said. So he took me down a corridor, opened a door and ... I found myself star-ing into a large, conference-size room. On the floor, filling every inch, were rows of lead-acid car batteries, all emitting toxic fumes that were visible to the naked eye as they wafted up to the ceiling. It looked like a static time-bomb. No, it was a static time-bomb.

The streets are chock-full of what’s called “motorized rickshaws.” These contraptions are a step down from taxis. Three wheelers. The driver sits in front and there’s room for two behind him. They look like they’ll topple over if you so much as breathe on them, much less lean on them.

And they’re everywhere, along with scooters and low-end motorcycles that look like what Honda imported to the U.S. in the ‘60s. They all congregate at stoplights, maneuvering in packs to the front, like bees in a hive, waiting to buzz off when the light turns green.

And they beep, beep, beep at each other, with these tinny little horns. Constantly. I couldn’t figure out what was going on, so I asked a driver. He said that was so you knew that all the other buzz bombs were there, on your left, on your right, behind you. That’s their form of etiquette.

You can’t eat anything that’s not cooked. You can’t drink anything that hasn’t been processed. Forget the ice cubes in a mixed drink. Forget a salad. Forget most fruit. I held my breath when I took showers. I brushed my teeth with mineral water. I got into the habit of bringing boxes of energy bars. I wasn’t the only one.

Oh, and it really is true that cows wander the streets at will. They seem to be kept in communal pens, in the middle of residential areas.

Can you imagine, then, what it must be like to hear the blare of an Italian air horn? You turn and you’re faced with Kabir Talwar, 36, who says he keeps his yellow Lamborghini Gallardo 560 parked at the dealership.”

Then there’s Arijit Saha, who “says that narrow lanes and potholes around his house mean he can’t keep his red Jaguar XFR at home. Instead, he parks it in an empty lot off an unpaved road, where the \$75,000 car shares space with a bicycle rickshaw and a group of homeless people.

I keep it covered so no one knows what kind of car it is, says Saha, a 28-year old iron trader.

According to the article, Paritosh Gupta, founder of New Delhi’s CannonBall Club, says some only own them to park them in the driveway to impress guests at parties.

This in a country where “hundreds of millions of citizens get by on less than \$2 a day, according to the World Bank.”

What to do? Here’s what I do. I no longer eat Indian food. Period. It brings back too many memories of what my eyes saw and my brain is still trying to process.

It’s Back, the Cannonball Redux.. by Danielle Badler

Out of a cloud of tire smoke comes news that the “Cannonball Run” franchise will return to the big screen, some time soon.

You remember, Hollywood’s acid-induced take on that legend of anti-social motorsport, the Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash.

No news on cast and cars, as of yet. But word has it the film is being penned by Ethan Cohen, whose credits include Tropic Thunder and Men in Black 3. Draw your own conclusions.

Do you remember the original race? Do you? From the Red Ball Garage in midtown Manhattan to the Portofino Inn in Redondo Beach, CA? How the whole thing was the brainstorm of that legendary columnist for Car & Driver, Brock “The Assassin” Yates? And how he convinced bona fide driving legend Dan Gurney to join him, in a Ferrari Daytona?

For the record, they accomplished the feat in 35 hours and 54 minutes.

In 1971.

I know. I went on-line and looked it up. I found the original coverage, from what was then called Competition Press & Autoweek.

And it all came back. The Polish Racing Driver’s Association entry, a van that was equipped to run the distance without a fuel stop, carrying 298 gallons of gas. They placed third.

Second was a ‘71 Cadillac on a “drive to deliver” mission for an unsuspecting customer on the West Coast.

Last to finish was a 27-foot Travico motor home. The Travico arrived after 57 hours and 25 minutes. Their only incident “was a highway detour which caused a sudden maneuver ... and resultant spilling of a large pan of hot lasagna on the van’s shag rug.”

According to Autoweek, “Four of the eight teams received a total of 12 speeding tickets along the route. The most remarkable among them was a citation given to Gurney in Arizona for allegedly doing 135 miles per hour in a 70 mph zone.”

And then, lo and behold, I found a reminiscence by Gurney, from around 2001. Here are some highlights.

“At the time (we) had no idea that the Cannonball adventure would spawn countless movies and fire up the imagination of enthusiasts everywhere in the world. I knew only a few years after.... In kindergarten my kids were asked whether their dad had ‘really run the Cannonball.’ Spa? Le Mans? Indy? Never heard of them! The things one becomes famous for.”

Gurney said that, after the speeding ticket, they decided to find out just what their ride could do. They hit 172 mph, with no issues.

“Kirk White, owner of the Ferrari Daytona, offered me the car at a price of \$15,000. I couldn’t afford it. Now, 30 years later, the car is a priceless vintage piece in Bruce McCaw’s car collection.”

Apparently Gurney almost didn’t do the run at all. He was concerned about “what kind of messages we were signaling to the regular drivers on the road.” But then his father-in-law, deathly sick at the time, contacted him. He “... thought it was a splendid idea, that life is short. Carpe diem. Well it took only a phone call... and I was on the next plane to New York.”

And, so, today ... will I see the new movie? Fat chance, unless they have lines like “what’s behind us is of no consequence,” as he breaks off the rear-view mirror and throws it away.

No, today we’re verging on self-driving conveyances, rolling appliances which will be snapped up by a younger population, intent on having nothing interfere, at any time, with their on-line interface. A cross-country run? They’ll experience it in virtual reality, if at all. If they care.

The movie, if it’s ever made, will be an effort to reach us. We, who remember. If we’re still around.

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5	Andover Periodontics
8	Exotech
8	Autowerkes Maine
14	Kachel Motor Company
19	Retro Automotive Products
24	HMS
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BTW



In case you did not recognize this NCR member it is NCR's President Jeff Torrey. Photo was so cute I had to use it again..

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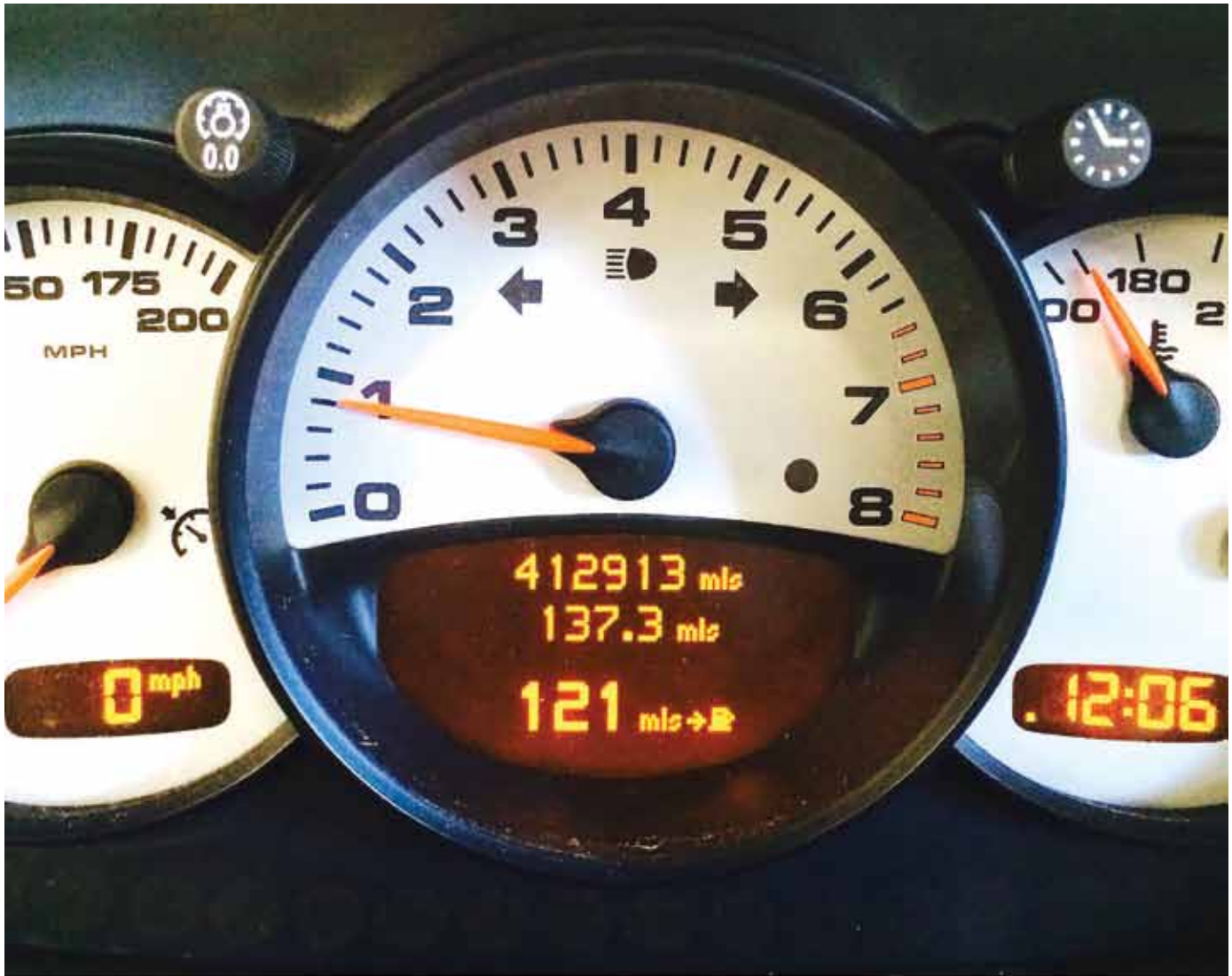
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Trivia:

From Motor Trend. The AVERAGE Bugatti Chiron owner owns 42 cars, one or more jet aircraft, 3 helicopters, one yacht, and 4 houses.

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and much much more...



These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

My staff and I would be happy to go "the extra mile" with you.



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