

NORTHHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXX number 5
May 2007



IN THIS ISSUE...
HANK COWLES'
GOLF TRIP

Passion.



PORSCHE
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AUTO WORLD



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NORTHLANDER

North Country Region Porsche Club of America
Volume XXX Number 5 May 2007

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p11, 13 & 51

Hank Cowles

p21 & 22

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p30

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p31

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p32,33 & 35

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Correction for April

p34(photo)

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MAY 2007

- 5 Rally, Quechee, VT with optional overnight, Don Johnson,
rally@ncr-pca.org
- 8 Board Mtg, location: Cat and Fiddle Concord NH,
Miriam Dunster, president@ncr-pca.org
- 19 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 20 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 21 NCR DE # 1, NHIS, Paul Frucci,
drivers-ed@ncr-pca.org
- 22 NCR DE # 1, NHIS, Paul Frucci,
drivers-ed@ncr-pca.org
- 26 NCR, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org

JUNE 2007

- 9 Rally School, Time/Speed/Distance (TSD) school, Don Johnson,
rally@ncr-pca.org
- 10 Time/Speed/Distance (TSD) Rally, Don Johnson,
rally@ncr-pca.org
- 12 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
- 13 Ice Cream drive/social – (TENTATIVE), Ivy Leonard,
social@ncr-pca.org
- 22-23-24 Zone 1 48 Hours Watkins Glen, Watkins Glen, NY,
<http://zone1.pca.org>
- 23 NCR AX # 2, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org
- 25-26 CVR DE at Watkins Glen, Watkins Glen, NY,
<http://www.cvrpca.org/cvrhome.php>

JULY 2007

- 1-5 PCA Parade, San Diego, CA, www.pca.org/parade
- 6-7 Porscheplatz at ALMS, Lime Rock, CT,
www.americanlemans.com
- 10 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
- 13-15 UCR DE, Calabogie with Upper Canada,
<http://www.pcaucr.org/site/home.jsp>
- 20-22 NCR/CVR/NER DE, Mt Tremblant , www.cvrpca.org
- 22 NCR AX #3, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org

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'06 Cayenne S Titanium Edition Iceland Silver/Black/Steel Grey	P6217	\$69,880
'07 Boxter S Midnight Blue/Stone Grey	P7011	\$68,900
'07 911 Carrera Coupe Black/Stone Grey	P7069	\$80,975
'06 Cayenne S Titanium Edition Pure Red/Black/Steel Grey	P6212	\$58,900
'07 Cayman S Black/Sand Beige	P7061	\$62,125
'06 Cayman S Guards Red/Black	P6094	\$62,795

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AUGUST 2007

- 12 NCR AX # 4, Fort Devens MA, Joe Kraetsch,
autocross@ncr-pca.org
- 14 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
- 17 NCR DE Advanced, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18-19 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18 NHIS Charity Laps and Track Samplers, NHIS, Paul Tallo,
charity@ncr-pca.org
- 18 Rally, ending at NHIS for laps and dinner, Don Johnson,
rally@ncr-pca.org
- 18 Trackside Dinner, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 25-26 Porscheplatz at ALMS at Mosport, Ontario, Canada,
www.americanlemans.com
- 26 Car Show/Historical Tour, New London, NH Common
concours@ncr-pca.org

SEPTEMBER 2007

- 6 NCR DE, Lime Rock, CT, Paul Frucci, drivers-ed@ncr-pca.org
- 7-8 Metro DE, Lime Rock, CT, <http://www.metronypca.org/>
- 11 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
- 16 NCR AX # 5, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org

OCTOBER 2007

- 7 Car Show/Picnic/Tour, Budweiser, Merrimack, NH
concours@ncr-pca.org
- 9 Board Mtg, location: TBD, Miriam Dunster,
president@ncr-pca.org
- 11-14 PCA Escapes, Daytona Beach, FL, www.pca.org
- 15-16 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org,
- 20-21 Weekend Get-Away, Balsams, Dixville Notch, NH
(TENTATIVE DATE), Ivy Leonard, social@ncr-pca.org
- 21 Shrimp Boil Rally, Don Johnson, rally@ncr-pca.org
- 28 Shrimp Boil Rally, (Back-up date), Don Johnson,
rally@ncr-pca.org

NOVEMBER 2007

- 10 Banquet/Party, Annual Mtg and 30th Anniversary Party
(TENTATIVE DATE),
location:, New England Center TBD, Durham NH, Ivy Leonard,
social@ncr-pca.org
- 13 Board Mtg, location: TBD, Miriam Dunster,
president@ncr-pca.org
- 16-17 Zone 1 President Mtg, Latham, NY, Miriam Dunster,
president@ncr-pca.org

FROM THE DESK TOP



David Churcher - Editor

As you read these lines I will be sitting somewhere in Australia sipping a deep, dark, delicious, red. Well, that is, if your May *Northlander* arrives before the end of May.

Our April issue seems to have raised a few eyebrows and a few chuckles. Indeed, as I write, it is early April and I have just received my paper copy and I am enjoying a few chuckles. Oh, we had some fun with that one. I hope there is no bad fallout to come. ☺

Perhaps I should begin with some explanations of the fun and April Fool stuff. The going back to Australia part is true in as much as I will be there for most of May. Agnes is a myth. The town of Black Stump is a myth and is just a few Km beyond the mythical town of Woop Woop. The Bunyip is a myth. But we can show you one ... Tracey has some stamps in her collection which depict a Bunyip and we will print this somewhere in this issue. It is not true Bunyips go thru on Tuesdays. It is on Wednesdays.

I will not name the persons in Team Schneizenteit. If you recognize them in the photo you will understand the whole plot.

So what will I be doing in Australia? And who is going with me this time?

I will be visiting my Dear Old Mum who has just turned 90 and is anxiously waiting for me to give me some cooking lessons on Pavlovas and Sponge cakes. Of course I will be visiting friends, vineyards, restaurants, and car factories.

Car factories? Yes! You might recall the visit a couple of years back to Kraftwerkz and the story of their LMK 917 replica. The car Dick Klingerman brings to NHIS. The car I am madly in love with. Which is *not* the one in *The Mart* in the April issue. Andrew and Anthony have now built three copies of their 906 replica. I will visit them and bring back stories and photographs. Look for a teaser in this issue ... or, if I bust the budget in the May issue ... look for it in the June issue.

Who is going with me? Sadly, sort of, no one. I am alone. I can handle it. But I would have loved some company. Last year it was such a treat to watch Judy "discover" Australia and the Australians. This year Judy is busy with a condo and a racing car, Helmi is in UNH, Christina is in school in Boston, Ellen is busy in school in Maryland, Kelley decided not to sell her horse Rocket and come, Nancy and Richard just finished a new house. I didn't ask Tracey. Tracey has to take care of *Northlander*. So I must go alone.

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FROM THE PRESIDENT



Miriam Dunster

Hello Everyone,

We probably did not fool very many of you last month with Ivy writing the column from the president. In reality Ivy did take over some responsibilities for me but not for the reason that was hinted in the column. I don't think I would follow a guy again, did that once and it was not a happily ever after ending. However, I wonder if David Churcher is enjoying his Aussie adventure with Agnes. We will have to wait to see if he returns to New Hampshire or not.

I would like to thank Judy Hendrickson for the trips down memory lane with her historical retrospect with each edition this year. It was interesting to realize that I performed the role of editor 10 years ago (wow time flies by fast) I still have a great respect for those that have volunteered to perform this critical role for the region. That respect has broadened with the advances of technology to include the position of Webmaster, which is an electronic communication media we all rely on more each day.

As I write this column winter does not want to let go and is bringing us heavy wet snow versus April showers. Will it stop? We all just want to get our Porsches out of storage so we can enjoy the driving experience they offer. Good news is

that the NCR driving season is here no matter what Mother Nature is thinking!

This year we did not kick it off with the usual May rally but with the Car Control Clinic and our first Autocross at a site within our own state. We even modified the Spring Rally to include an overnight experience for those who like to do some local sightseeing as well. (At least I hope all these events were held as scheduled. If I could only predict the future...how does one become a psychic?)

We have some great events scheduled this year so if you missed those I mentioned already check out the calendar and come out to one. Enjoy your car and meet your fellow Porschephiles.

Remember it is not just the Porsches it is the People.

Enjoy this edition of *Northlander*.

Miriam

SECRETARY'S DESK



Paul Tallo - Secretary

Vice President Ivy Leonard chaired the March Board Meeting of fourteen NCR Board members and chairpeople. Reports from the Zone 1 Tech Session indicated that it was sold out with 240 attendees, and that NCR was congratulated as the region with greatest attendance!


I hope that NCR members notice that ALL of the NCR activities chairs and volunteers are planning MORE and BIGGER events for 2007! We have more Autocrosses, at multiple venues! We have new tracks for Driver Education and are working jointly across *more* PCA regions to put on those events! We'll have multiple car shows spread out across the state ! Those car shows will help support the NH Food Bank and perhaps other charities. We have new sponsors and advertisers getting involved in these new activities!

Don Johnson has planned a Spring Tour for May 5th which will have three starting points to cover the state - converging in Andover, NH (I'll admit that I've never heard of Andover, NH so will depend on a navigator to follow the directions) and continuing to Quechee Gorge, VT. A group dinner buffet at the Black Angus Steakhouse is planned, and arrangements for an optional overnight! Look for a

flyer in your mailbox soon, combined with a Bylaw ballot mailing. What better way to book-end the season and enjoy many miles of Porsche-car fun – a weekend in early May, and then a weekend in late-October to the Balsams being organized by the Social committee.

We are trying to combine many of the club areas in “cross-cultural” events – especially on August 18th when we'll have something for everyone ! The DE “track” folks will be at NHIS for the day, joined in the afternoon by folks who will enjoy a Rally ending at NHIS, and everyone will have the two opportunities to enjoy Charity “Parade Laps” around the road course. The day culminates with a “Trackside Pig Roast” dinner!!

For 2007, you'll notice the impact of more NCR volunteers – the *Northlander* continues to get larger with a greater variety of content, and don't be surprised if you see a new and improved and easier-to-use version of the NCR website phase in over the course of 2007.

By the way – the next time you see Ivy be sure to ask to see a picture of her new grandson wearing his “My other stroller is a Porsche” outfit! Some folks have just gone Porsche-crazy... 

THE STARTING GRID



Lisa Roche - Membership

New Members:

Thomas Batchelder Milda Vaivada	Hampton, NH	1984 911
Liz Berkner	Nashua, NH	1987 930
William M. Keicher Adrienne Cordeau	Nashua, NH	2003 Boxster
Vin Keiley	Salem, NH	2002 Boxster
Dave Swenson	Loudon, NH	1976 930T
Debra L. Zeras	Canterbury, NH	2001 Boxster

Anniversaries:

1 Year:

William T. Berriman Heidi Magee	Franconia, NH	1987 928
Samuel F. Fragala Charlene Fragala	Litchfield, NH	1976 911
Dan Patrisso	Laconia, NH	2001 911
Andrew R. Schmidt Carl Schmidt	Grantham, NH	2005 Boxster
Daniel P. Allen	Milford, NH	1987 928
Donald H. Wakeman Lindsey Wakeman	Hanover, NH	1979 911SC

2 Years:

Harold W. Caton	Dover, NH	1995 993
Paul Mailhot	Bedford, NH	2005 Boxster S
David F. Jillette Willine A. Jillette	Old Orchard Beach, ME	1988 944T

5 Years:

Robert V. Ahlgren Sharon Ahlgren	North Hampton, NH	2001 996
Raymond J. Henson Kirk Evans	South Grafton, MA	2000 Boxster
William G. Jackson Jay Jackson	East Kingston, NH	2001 Boxster S
Ray Amer Barbara Amer	Salem, NH	2005 Cayenne S
Christopher M. Runnals Nancy Runnals	Wolfeboro, NH	1985 928

20 Years:

Anthony M. Storace Catherine Miller	Nashua, NH	1984 944
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25 Years:

Robert C. Geoffroy Mike Squadrito	Kingston, NH	1979 930
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A GOLF TRIP TO AMELIA ISLAND

Hank Cowles



Each year since 2004 I have scheduled an annual golf / Texas Hold'em trip with son Colin and 6 other buddies. We have traveled to the Orlando area, to Chateau Elan in Brazelton, GA (great facility owned by the Panoz family: winery, Panoz factory and Road Atlanta within 5 miles...should be a future road trip), and to Scottsdale.

This year we decided on Amelia Island, and as luck would have it I became aware that the Amelia Island Concours D'Elegance was being held the last day of our stay. My camera was at the office, so I asked Ivy to FedEx it to me at the

Island for Saturday delivery.

Nearly out of golf balls anyway, I headed over to the Ritz-Carleton where the show is held on two fairways of the golf course. The venue was spectacular, and the assortment of vehicles on display just incredible. Twenty to 30 of the cars were Porsches, and other exhibits included Ralph Lauren's '38 Alfa we had seen disassembled at Paul Russell's two or three years ago. Also exhibited was a 356B Carrera 2 that I had spoken with Gary Kempton about restoring nearly a year ago (too rich for my blood!), and the very first Ferrari ever built.

I took about 200 shots and have written them to CD.

It was by the sheerest of coincidence that I became aware that the show was being held during my stay. The reception center had the monthly 'What's up' magazine and the cover shot was a Ferrari.

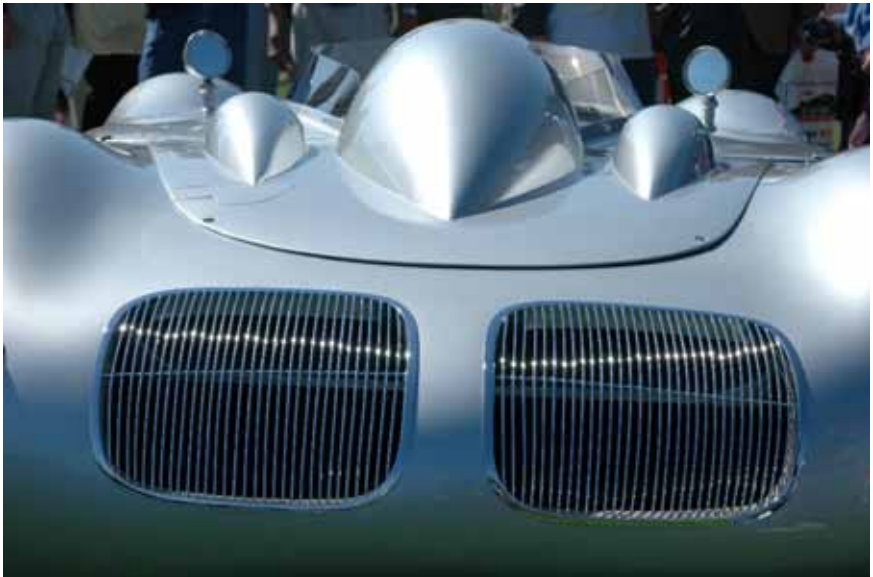
The show has grown in stature over the years – now only in its 12th or 13th year – and is considered the equal of Pebble Beach but 'without the attitude'. I was sufficiently exhausted and

dehydrated from triangle exposure that I passed on the last round of golf Sunday morning and headed to the show. Spectacular! A friend who went with me, not really a car guy – described the exhibits as 'Jewelry on wheels'. An appropriate description.

I have never been to Pebble Beach Concours. In fact this was the first car show of this level I have attended. What makes Amelia particularly attractive (to us) is they seem to have a road racing bias that carries from year to year.

It was great.

The photographs in the following pages are a photo essay from Hank's collection





NO RAIN PLEASE!

DAVE KARL

No Rain Please!

Can you have more fun driving in the rain than sitting in the pits? For some the answer is yes but it is just not worth the potential consequences if they lose control. My early DE career was full of unlimited enthusiasm. This, in addition to simply not knowing any better, meant that I went out even when the rain had some white fluffy edges. So far I've survived the learning curve, and I did have fun, but ultimately I decided that I was not very interested in attempting to master this medium. For me the main reason is that in the rain conditions are always changing. You do not have the opportunity to sample a consistent surface, lap after lap, throughout the day. This makes it difficult to quantitatively judge the results of the various inputs you make as you try to fine-tune your skills and line. The dry track reference is much more of a constant and it allows me to more precisely see the effect of any changes that I make, whether they be intentional or not. I can also drive closer to the car's limits without the fear of the next laps varying track conditions putting me over the edge.

Other than describing the theory of driving the rain line to students I have not spent much time discussing car set

ups or articulating what I am trying to do when the windshield wipers are slapping as fast as my tires are turning. This March at the VIR Zone 2 event it was 30 degrees and raining very hard. I took some time to organize my thoughts on the subject in the hopes that the process would better prepare me for my students and my own wet weather driving. The techniques described here, while applicable to most 911s, are only suitable for those drivers in the intermediate and advanced run groups. Maybe now that I've gone to the trouble of writing a rain article I've assured us a completely dry DE season, if not it still may be of interest to some of you too.

The most basic thing to remember is that in the rain, although you are piloting the same car, the conditions will mean that you can often exceed the limits of grip even when accelerating in a relatively straight line. For those of us with street cars this is a big change, in a sense it is like adding 150 hp to your ride. Sliding the car in corners, without having induced it with power over steer, can also be accomplished at most any speed. The good news is that with the appropriate amount of caution this is a great learning opportunity. Rain can allow you to safely experiment with the unique handling characteristics of your

car at a more relaxed pace. It gives your eyes and brain greater time to anticipate and react. You'll likely find that most instructors value the experience to some degree.

A set of rain tires is all that most drivers need to do to prepare their car. The suspension that I have is a street/track compromise. Typically my pace on a wet track is not affected as much as many of the others in my run group that have more dedicated track cars. The reason is that the softer more compliant set up that most of us has, while not ideal for dry conditions, is pretty well suited to the wet. If this describes your car it probably doesn't have a lot of negative camber either, and again in the wet that is to your advantage. At modest speeds it allows you to put a fat contact patch on the road and not exceed the tires grip. However, if you have a really great dry set up, or are looking at a lot of rain, you may consider going to the trouble of equally softening both of your sway bars. Some high-end suspensions even have adjustable shocks that offer the ability to easily change dampening settings in the pits. All of this techno-setup stuff is great but keeping it simple and just learning how to drive what you have is likely to offer more enjoyment, and greater benefit to your driving skills. All setups are a compromise.

After two or three years of track time most enthusiasts will want to invest in two wheel sets so that they have both dry and wet specific tires. If done correctly this allows you to effectively change set-ups just by changing your wheels. My car's suspension and alignment are biased to dry conditions. Most often I

run Michelin Pilot Sport Cups on 18 inch BBS wheels in these sizes: 235/40-18 & 285/30-18. In the wet I use my stock 17 inch 993 rims with Bridgestone S03 in sizes: 205/50-17 & 255/40-17. Although it is not the ideal way to do this, I am effectively changing my car's suspension with the changes I make to the tires width and sidewall. The taller sidewalls of the tires are much more compliant and this simple tactic acts to soften the overall spring rate of the suspension. The tread pattern and narrow overall width of the tires slice through water and reduce the possibility of hydroplaning. The narrow width also means that I still achieve a full contact patch under the reduced cornering forces that generate less roll. These two tires have nearly identical overall diameters so the gearing of the car doesn't change.

In the rain even advanced drivers tend to revert back to the safe, but slow, practice of doing all of their braking in a straight line. Momentum is hampered in most of the slower turns when you drive this way. Keep the same approach and any attempts at increasing corner entry speed eventually result in under steer. Constantly needing to throttle steer through the corner leaves the driver with the impression that trying to go any faster at turn in is fruitless and only causes the car to push. In the rain traction is always the limiting factor, but additional grip can be given to the front tires if the braking is carried just past turn in. With the car pitched forward you can now combine a fair amount of turning with braking. The car is able to enter the corner at a better yaw and ultimately carry more speed. In fact for slower corners in the rain you may need

to keep some load transferred forward for an even greater portion of the corner than you would in the dry. Since most drivers' tendency is to revert back to straight line braking carrying the brakes even deeper than you would in the dry is not an easy thing to do. As I bleed off the binders I sometimes use a heel/toe type technique in transferring my foot from the brake back to the throttle. I am not talking about shifting but rather momentarily using some gas and brake simultaneously as I roll my foot solely onto the gas pedal. If the brakes are carried deeper, the transition from brake to gas needs to be smoother.

Most if not all of the slow corners require at least one downshift and that offers an additional option. If you are very experienced with trail braking, and can heel/toe downshift very smoothly, you might also try to delay the last downshift until just before corner entry. However, this time blip the throttle just a bit less than you normally would so that the RPMs are just shy of a perfect match for the given gear change. As the clutch is released the rear of the car is then "braked" slightly by the engine. Like a brake bias adjuster might, this, in effect, proportions more braking to the rear tires, but just at the given corner. When done well this type of "brake" allows the front tires to do more of the turning work while the rear tires slow the car and keeps the weight transferred to the front tires for additional steering grip. Rotation takes place allowing a straighter line and stronger acceleration to track out, an ideal situation in the rain. Smooth inputs are essential and are quite difficult since the cockpit is quite busy. A lot is going on in a very compressed period of

time. Most often we like to do all of our downshifts in a straight line and with good reason. It is much easier to initiate a spin when braking and/or downshifting in a corner, be careful!

In wet fast corners exceeding the front tire's grip is not as much of an issue. Entering the corner under braking is usually not advised since transferring load is really not needed to get the car to turn. In fact, you may find that slightly increasing the length of your braking zone on wet fast sweepers allows you to time a smooth release of the brakes right before the turn in, and at the exact speed you need.

Experimenting with different gear choices can also help you gain some time. If you are debating on which gear to use when cornering in the wet the taller gear is likely the better choice if you are still following the dry line. The bigger gear allows you to mash the gas pedal a bit earlier without the worry of being in your engine's peak power band and it getting the better of you. Driving the wet line this may not be the case. Even with the need to make the ensuing added up shift on the following straight the lower gear is typically more beneficial. I have experimented with race rains and in addition to offering a super sticky soft rubber compound the tires that I used were a bit smaller in diameter than my Michelin dry's. That effectively changed my gearing so that my car was at a higher rpm at any given speed. So far I have found this is usually advantageous, it's like changing the ring and pinion so that the car's gearing is better suited for the wet. Driving the rain line typically means that you do

continued on page 18 ...

DRIVERS' ED

Paul Frucci - DE Co-chair
Bob Pickul - DE Co-chair



As I write this I am sitting in 75-degree weather in Harbor Island, South Carolina. Now mind you, I have just seen the weather forecast for Wolfeboro and see that the temperature is 30 degrees and they are expecting ten inches of snow tonight. This is April! What is up with that anyway? Aside from feeling a bit smug, Lindsay and I are wondering why we live where we live. Oh yeah, it's beautiful in the fall, the changing of the seasons is great, and it's too bloody hot down here in the summer. I buy all that and would never move down, but right now I've got to tell you, it's not bad!

I don't know about you, but I'm ready for spring and a great DE season. I have my car ready to go and am heading down to Lime Rock as soon as I get home next week to run with Northern New Jersey to kick off my DE season. The snow just HAS to be gone by then in Connecticut. Right? Then I'm heading to Calabogie with Rennsport to try out that fabulous new track the first weekend in May. The snow will certainly be gone by then. For those of you who have been hesitant to participate in DE events sponsored by other regions be assured that you are as welcome there as non-NCR members are welcome at our events. It's great to get out and meet members from other regions.

Registration for our May DE event at NHIS continues strong, with the only problem being that, as usual, instructors are slow to register and therefore we have to hold back on accepting Green and Yellow drivers until we have enough people to instruct them. C'mon instructors... do you have to do this every time? I'm sure it will work out, but it does create a challenge.

Speaking of challenges, our July Mont Tremblant event with CVR has run into a few issues which will limit the number of participants that can be accepted into the event this year. Evidently local residents have objected to the noise levels and as a result, this year LCMT will be enforcing a 92 db sound level limit and not allow open exhausts, but more importantly will be limiting the number of cars in any given run group to thirty. Last year we had up to forty five cars in some run groups, and the track handled it very well. So with registration on a first come first served basis I hope those of you who want to attend were able to get in.

On other fronts, we have some personnel announcements on the DE Committee. First, Tom Harris (our Instructor of the Year for 2006) has agreed to take on the role of Chief Instructor beginning in the 2008 DE season and will be working along side Bob Tucker this year to learn

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the ropes in his new responsibilities. Thanks Tom for stepping up. You'll do a great job. Lisa Roche is taking over the role of On Site Registrar this year as Steve Masters has "retired" from the position. Thanks for taking this on Lisa and thank you Steve for many years of doing a great job for NCR.

Well, that's it for this month. Duty calls and I've got to head back to the beach. Tough duty!

See you at the track.

... continued from page 16

more of the turning in the early portion of the corner and follow a straighter path past the apex to track out. At the slower mid corner speeds the shorter gearing allows me to keep the car in the engine's peak power band and have better acceleration.

There are some universal basics that should always be mentioned in any discussion on rain. Start with your tires close to their ideal hot pressures and bleed off some air if need be after a few laps. Stay off of the painted surfaces, even apex turtles, since they are all slippery. Don't ask a lot of the car when it's on concrete it's also slicker than the asphalt when wet. Although the fastest way around the track is often not the dry line most of the same principals still apply, especially the need to be smooth and to fully track out. If you are applying more gas you need to be unwinding the wheel. Common areas where cars go off

the track in the dry are worn and may be small ponds of mud in the wet. Rivers can and do appear in the middle of a session. Learn where they come from and check their origin as you pass them to determine if they are likely to be a problem for you by the time you return on your next lap. If you can't avoid the puddles, hit them in a straight line. If the track is open but there is so much standing water that hydroplaning is unavoidable pit in. Just because control has not called the session doesn't mean that the conditions are safe for you, you've got to judge that yourself. Unless the rain is so heavy that the traffic has no effect on the conditions the ideal rain line is usually a bit of a moving target. Some mid session experimentation and adaptation usually reaps rewards. If conditions improve, and a partially dry line begins to appear, keep the loaded portion of the car at least a foot within the dry zone in case you slide a bit more than you anticipated. If you are slow and smooth with your inputs you are less likely to overreact when something needs a correction and cause a spin. With a loss of control the adage "both feet in" still applies, but I would advocate that a good fight be made first. As long as you are sliding on the pavement you still have some chance of slowing down. Once the friction of the paved surface disappears so does the braking and g forces that your body had been experiencing. That's why you may hear people falsely claim that they "accelerated" when they hit the wet grass.

Even though I consider my rain skills to be pretty good I always have some nervous energy when I get ready to enter a wet track. A bit of fear is a healthy

thing as it sharpens your senses. If it were completely safe it would be pretty boring wouldn't it? How much of this applies to your 911, and whether all of this is wet weather specific for you, depends on how you like to drive and your car's set up. For the past 5 years Kristin and I have had pretty much the same suspension, this year we stiffened

things up and will be back in the learning curve of how to drive what we now have. Wish us luck and if you see me heading out in the wet, and enjoyed reading this, please feel free to Rain-X the windshield for me. For some in-car video check the YouTube footage my friend Mike Kenny posted of me filling the car with water at Tremblant's German Challenge 2006.

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A RUF BOXSTER TRACK CAR

John Rahill



Peter Hood and I own several 914's between us, most of which don't run. There was a plan for each of them at some point, but the problem is time. While our colleagues retire about us, we both have the problem of running businesses, and therefore have little time. We are thankful therefore that our white 914 has been a very reliable car, ever since we stuffed in the 3.2 motor about 8 years ago.

Early last year, when the car was unusually unsorted, and we were both being passed with regularity in our respective

run groups, we started thinking it must be the outdated technology we were driving. With the two of us flogging the little 1970 car at DE events, we figured it is only a matter of time before it gives up or we stuff it, and rather than miss a big part of the track season (or admit that it was the driver that was suffering from old hardware, not the car), we decided to be ahead of the game and start our next project car- a track Boxster. We admit to be stuck on the mid-engine concept. Edgar advised us to look out for a post -2000 model, so we instructed



our friend at Morse's Auto to look out for a wrecked or motorless Boxster when he went to the auctions. His budget limit was \$8000. Our plan was to get something going, and slowly upgrade the motor and suspension, and of course strip all the unnecessary stuff off of it to gain more "cheap horsepower" as the initial step

Six months went by and Brian Morse has found nothing. Either "over your budget" or "too far away" or "I didn't feel good about the description." We are in no hurry. Then in September, he calls and says he has something that looks "interesting"- a 2001 Boxster with a stove-in right side which "drives." "What is a RUF?" he asks, and wonders how the actual cash value for insurance can be \$54,000 for a 6 year old Boxster that didn't cost that much when new.

Ooooo, this sounds interesting. We get the VIN # off the CoPart Auction site, and Peter calls RUF Automobilia in Houston. "That car is not a Porsche," says Hans Hoffman. "That is a RUF." Unusual to be sounding so proud that the car is not a Porsche, but okay, who are we to argue? He confirms that it has a RUF VIN #, was purchased in Germany, and that it almost certainly has a 3.4 liter 911 motor and a RUF tweaked ECU. Because the cars are all custom orders, he can't confirm what other upgrades are included, but we can see from the fuzzy photos on the auction website that it has GT3 seats and a 911 instrument cluster, so we get pretty interested in the possibilities. (It might have the 330mm massive brakes, the 6 speed tranny, the fancy suspension, the custom exhaust, etc, but we can't tell). "Think of the money it will save us in

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LOOKING BACK

Judy Hendrickson

We continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10th year:

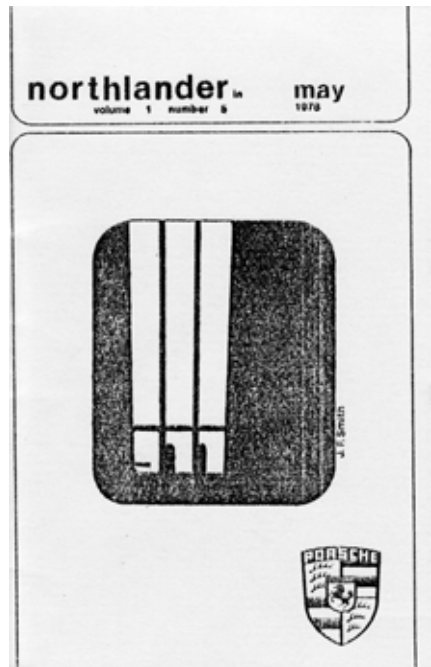
30 Years Ago

(Volume 1, Number 5) May 1978

You'll recall last month that a replacement VP and Secretary were voted in without their knowledge. May's issue revealed Andy Kuerti did accept the VP position, but Dick Currier apparently declined the Secretary position. Gary Tito agreed to act as Secretary "temporarily." The calendar was full of events, albeit all of an AX or DE nature with North Country, Northeast, Down East, Seacoast Auto Club (SAC) and Corvettes of Mass (COM). COM is still very active in the area, I'm not sure about SAC. A Google did not turn up any references. If you're ever inclined to see what a DE is like with other brands of cars, COM runs a pretty good operation. They hold events not only at NHIS, but also go to Mt Tremblant, Watkins Glen and Summit Point, WVA. www.comscc.org

NCR was holding its first AX of the season at Pease AFB. Cost was a mere \$5 for NCR members, \$6 for others. This was to be the first in a series of autocrosses and the start of a competitive challenge with the local SAC.

Promotion was hot and heavy for the 48 Hours of Watkins Glen with an upcoming



Chalk Talk being promoted for those going or wishing they could go. NCR was limited to 12 attendees for the 48 Hours event.

Rounding out the 32 page issue was a Member Profile on Andy and Inga Kuerti and two articles on the Nurburgring, one by Treasurer Mitch Manseau and another by Mike Killian reprinted with permission from the March 1977 edition of *Sports Car*, the publication of SCCA. Both articles dealt with a group known as Scuderia Hanseat Internationaler Sportfahrerlehgang. This group has been instructing drivers



at the Nurburgring for 50 years now. You can check the operation out at www.scuderia-hanseat.de. The site is in English.

Lastly, Ed Zelz graced the pages with a couple of his classic cartoons.

20 Years Ago

There was no May issue in 1987. In fact, the only issues were a January and March issue. I guess the region was having some problems at the 10-year point.

10 Years Ago

(Volume 20, Number 2 (April/May 1997))
See last month's issue for a report on the April/May 1997 issue.





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continued from page 22...

upgrades,” we rationalize, as we try and decide how high we are willing to go in our bid. We agree to double our initial budget. Peter points out that with two of us, everything is half price — a dangerous way to look at it, but comforting at least.

The auction has two phases — the pre-bid auction that goes on for the week preceding the electronic phase, scheduled for 11:15. By the final day we are high bidder at half our maximum, but we are not too confident that this means anything. The bidding time is here, and Peter is installed at the computer at Morse Auto, waiting for the electronic phase to begin. I am off to St. Johnsbury to a meeting, but am on my cell phone, keeping in touch with my potential “investment opportunity.”

Peter is understandably nervous, knowing that at every flinch of his finger he has spent another \$200. The boys at Morse’s have never gone after a car this expensive, so there isn’t much work getting done at this moment, as folks are looking over Peter’s shoulder. The bidding starts. It goes up steadily by \$200 increments. There is another bidder, in Connecticut, but that seems to be all. Things look good, and we march along playing chicken with one other person. Suddenly we are alone, apparently having purchased a RUF Boxster for well below our agreed upon maximum. This is an exciting (can you spell crazy) way to buy an automobile, and now we have to await the moment of truth, when we find out what we actually purchased.

A couple of days later, work is pushed aside and we make an early morning run down to Poughkeepsie to pick up the

car. Brian has warned us that the guys at the salvage yard are grumpy and don’t care about much, and they typically pick up cars with big forklifts. “Bring some extra cash,” he says, “and tell them it’s a driver, and ask them how much it would take to skip the fork lift and drive it out.” Sure enough, when we arrive, a nice new Mercedes is bouncing along on the forks of a big payloader, on its way to a waiting flatbed (Aren’t there lots of delicate plastic parts on the bottom of our car?). We wander past the gate into the yard of crunched vehicles, and are asked by the first gentleman we encounter to go back outside and wait. A few minutes later a young kid in a huge payloader reaches down for our paperwork. We try the “It’s a driver, can you drive it out?” line, and he nods in the affirmative and we wait a few minutes and, sure enough it starts and in fact drives. Quick assessment: fat front right Michelin tire is gashed, fancy Fikse wheel is bent, the whole thing seems a little twisted out of square (oops, we didn’t notice that on the little internet photos), but it sounds excellent, and there is no oil spilling from the drivetrain. The brakes are huge—the \$5900 330 mm upgrade, and the ECU has a big RUF decal on it, and we notice a 3400S on the rear lid — something else that was not visible from the pictures — so far we feeling pretty lucky, and thankful that the RUF upgrades of the car were not mentioned or visible in the descriptions. We rationalize that if we can’t fix the shell, our investment in bolt-on parts: 3.4 motor, 6-speed tranny, big brakes, wheels, trick exhaust, suspension is still a sound one. And that’s not counting the sound system which has a suitcase size amp under the hood, or the 911 instrument

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cluster, or the custom front bumper, which doesn't make it go or stop any better. We realize we are suddenly in a new league (which is soon confirmed when we go to price out a new custom Fikse wheel).

That evening we take the car up to Ellis' frame shop, to see if this thing can be straightened. After a few nervous minutes while he looks over the damage, we are relieved when he says "we can pull this," which is as close to encouragement as we can expect from Ellis, who is not much of a salesman. He has a small two bay garage next to his house, no sign, and when we ask him for his business card, he can't find one. One bay, however, has a big frame machine that fills the place, and it is not a surprise that he has all the work from the local dealers that he can manage. A few years ago he performed a miracle on my "totaled" rally car that had a head-on meeting with a big tree, and he performed some amazing surgery and got it straighter than it ever had been. Time goes by, and we get an order from Ellis for a door and a right rear quarter, including the front of the door post. One is located north of Boston; I pick it up, and drop it off at his shop. Time goes by, and though we hate to push, we are pretty anxious to get this back to our garage to start checking it over and getting it ready for the track. Our next trip to Ellis' shop is a little scary — a large part of our Porsche has been removed, and it now

looks like a picked-over parts car, with the motor exposed more than it ever is in a Boxster. Time goes by, and finally in February Ellis calls and says he has gotten it square and is almost done. He has done an amazing job, having welded in the new sections, and even painted the areas he is about to cover up with upholstery. When we get the bill, we realize we are not only fortunate to have discovered a resource, a person who is enormously skilled at a dying art in our throw-away world, but someone who doesn't yet charge what he could for his skill.

We now have a problem we hadn't anticipated: we have a rather unique car that we don't have the heart to start ripping apart to put in a roll cage, or strip down. But such problems are hard to get much sympathy for, and we have decided that they will sort themselves out after we drive the car for a season, and we see how much we like it. Then we will decide what to do. We have a lot to learn about Boxsters (quite another world in electronic sophistication and complexity compared to the simple 914) and look forward to talking to other Boxster owners in the club, to getting a set of track tires and playing with all those adjustments on the suspension, and not to be forgotten, seeing how it drives at speed.

See you at the track.

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TECH SESSION NUMBER 4



The Porsche of Nashua Tech Session had a turn out of happy students anxious for lessons ... and perhaps home work too. This comment is a paraphrase of a recent Porsche ad line.

Phil Lombardi from the Skip Barber Racing School delivered an enthusiastic and animated lecture.



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Matt Romanowski introduces Phil Lombardi



Lunch time ... Matt, Ivy Leonard, and Paul Tallo



Dick and Nancy Demaine, and Joe Kraetsch

TECH SESSION NUMBER 5

Our **Plan A** was to have an article to describe the event at *Precision Imports* in Manchester March 31. But our writer became so moved by the depth of Dick's presentation, and topic, he has asked for a little more time so he can write a very comprehensive article on engine electronics. For this issue we have a photo spread from the event. In a coming issue we will have the article.



DICK HORAN OF PRECISION IMPORTS DELIVERED AN IN DEPTH TECHNICAL PRESENTATION



Sitting at the left is Bruce Whittier the author/publisher of Porsche Tech manuals which between the latest OBDII system coupled with PIWIS system will obviate i.e. no printed manuals.



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HATS, PROVIDED BY DICK, WERE A HIT



A LETTER TO THE EDITORS

Don Osborne

Dear David & Tracey,

I've been remiss in dropping you two a note and I apologize for my laziness. I wanted you to know what a great job I think you're doing with the "new" *Northlander*. I say "new" because it needed more than just a facelift. Which, by the way, I think is great. I love the cover design, paper stock, and colors, not to mention the variety of articles you've been running. It's also nice to see the full year's calendar as opposed to only a few months in the future. Now if I can just get my butt to a few events again, it would be great. When's the trip to Dinosaur National Park?

While I'm on the subject of events, and this is probably more for the board (although, you're on it!), it's great to see a few "pleasure drive" weekends on the calendar. I was starting to feel like NCR was becoming a region that only thought about the "trackies" and autocross enthusiasts. Don't get me wrong. I know what our cars were designed for, and it wasn't to just make runs to the market or work. When I was president, I vowed we'd have a variety of events on our schedule that would hopefully appeal to every member and get them to come out at least once a season. You are starting to do that more and I think it's great.

I was very proud of *Northlander* the 3 years I served as editor, and I sense you feel the same way about your stewardship. It wasn't just about creating the best region newsletter, although we did pretty well. Doug Hendrickson took

my work and raised it to an even higher level. "Best Newsletter in the PCA." Not bad for our little region. But over the ensuing years the focus seemed to shift. Please forgive me but this is meant to be more of an observation than a criticism, as volunteers are not always easy to find. It seems that some folks lost sight of the fact that not everyone was interested in their pet car project, or what they did on their summer vacation. *Northlander* is a specialty car club "newsletter" and the articles should be directed to the greatest number of readers. I always held that no article should be longer than 3 pages (4 at the most), and I still feel that it's a good policy. As editors, you have the right to edit, or send them back to the writer for a rewrite.

I also tried to get each issue out on time (easier for me, as I had professional help and there were only 6 issues/year), something I know you are trying very hard to do. The advertisers expect that and they are your lifeblood. Back in my day I ran "advertiser profiles" as a way to attract 1/2 or full page ads. You all seem to be doing a better job, and Matt Romanowski will see that the "stream" doesn't dry up.

In closing, keep up the good work. Don't be afraid to try something new. And, above all, have fun doing it!

Sincerely,

Don Osborne

MARCH 29, 2007

WINE AND CHEESE/MOVIE

Ivy Leonard

While the attendees were some of NCR's usual...we saw a few new faces at this event. Some of the attendees were...David Churcher, Judy Hendrickson, Dick Demaine, Jack and Olivia Saunders, Dick and Helen Kruppa, and myself.

One of NCR's finest, Dick Kruppa, was kind enough to bring out one of his wonderful archives...an old reel-to-reel projection movie about 917's. While using the projector from Phillips Exeter Academy it made for a wonderful treat. It is easy to watch a movie on DVD today...but to watch a movie the old fashioned way brought back the nostalgic side of this social event.

Somewhere around 6:30 or 6:45 the movie watching, wine tasting members began to show up. The wine tasting and cheese eating began right away. David Churcher had the wines lined up nicely in the Churcher Social Room! As a matter of fact I walked in and took one look at the set up and thought to myself, oh no, wine connoisseur I am not, so will I be able to rate these wines? Though I have tasted a great many wines in my time it is usually with a dinner and the selection of wine was done by someone else. So could I do well at this...tasting wine and cheese and giving them a rating.



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JACK AND OLIVIA PONDER WINE CHOICES



FROMAGE ET PATE

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...continued from page 35

Sounds like lots of fun to me.

There were gourmet cheeses such as:

Roaring Forties ... Cow's milk ... [King Island Tasmania]

Idizzaba ... sheep's milk ... Spain

Australian Cheddar ... cow's milk

Seal Bay ... cow's milk ... Australia

When it comes to cheeses I really learned that price and location does matter...they are not all the same.

Wines as labeled by David:

1. Tamar Ridge Pinot Noir (Tasmania) (covered as our secret wine)
2. Tikal Patriota (Malbec/Bonarda blend from Argentina)
3. Fairview Pinotage (South Africa)

4. Bleasdale Cabernet Sauvignon (Australia)

5. Windmill Old Vine Zinfandel (California)

The highest score (equal) Windmill and Tikal – the rating done as a 1 to 5. 1 = horrible and 5 = Excellent.

Rated horrible was the Fairview ... but on another day was nice. (I guess it really is true about depending on the pallet). After a bite of cheese this wine tasted much better.

Mystery wine was Tamar Ridge (15 KM from where David Churcher grew up)

As I stood and listened to many speak of the wines...I heard comments such as this smells like formaldehyde (Judy, I will not label which one just in case someone wants to drink that wine someday). I heard comments that made me

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... continued from page 37

think someone was describing a passionate night in the romantic town of Italy. I thought to myself...they got that out of a bottle of wine.

I even heard a comment that reminded me of a comment made about my 944...it goes down at a minimal speed but needs some work. Again I thought...they got that out of a sip of wine? Another impressive wine comment of the evening was ...It is like eating the last olive in the Martini Glass...saving the best for last!

The conversations were many....Judy, Olivia, Helen, Dick D., David and I all yucked it up. Though off to the side were some very interesting conversations. Dick K. and Jack realized how much they have in common...maybe new friends forever.

While Jack and David were sipping wine and conversing Jack discovered David worked on aircraft and lived in Canada. Jack's grandchildren are Canadian and have dual citizenship. David also discovered that Jack climbed Mt Kosciusko in Australia. You know sometimes you listen off to the side and realize ...wow, what a small world it really is.

Jack and Dick had many lengthy conversations off in the corner, discovering how many small towns in Italy they both visited; they both went to Germany, visited that big lake (Constance) and compared beer choices in Dueseldorf and Koln.

Olivia and I discover Tasmanian wine (a new favorite for me). What a tasty treat!

Many of us spoke of the great movie and how much things have changed over time. Speaking of the movie...I almost forgot...the movie was described by Dick as such...this is what drew us all in. Maybe the last time viewed on reel to reel.

The Movie *A Year To Remember* is a marvelous record of John Wyer's highly successful 1970 season when his fabulous Gulf Porsche 917s swept to victory in 7 out of 10 championship races and the equally fabulous skills of Pedro Rodriguez and Jo Siffert thrilled spectators wherever they went. The film starts in America at Daytona and Sebring and then moves to Brands Hatch where Pedro produced a truly sensational wet-weather drive to win the race. It then goes to Monza, Sicily (Targa Florio), Spa, the Nurburgring, Le Mans, Watkins Glen and finally the Osterreichring where the 917s wrapped up the season with their seventh victory. During the film John Wyer, Pedro and Seppi appear from time-to-time with their impressions of the races, providing a poignant reminder of these three remarkable men who made such a great contribution to motor racing. The 917 is considered by many to be the greatest race car ever, one that was well ahead of its time.

I am looking forward to seeing many of you at NCR's upcoming social events. Be sure to check your calendars!

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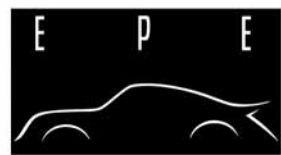
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Many of our clients use their Porsches every day and some only for weekend pleasure. Perhaps you've seen Porsches we service and maintain displaying our **EPE** logo, either on the street or on racetracks around the country. The owners of these cars enjoy the benefits of a "banner rate", a 10% discount on all service labor costs just for displaying that tasteful emblem.

The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
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... continued from page 6

In this issue ... Hank Cowles' golf trip. What a fun golf trip this has turned out to be. Hank's article describes it in detail and his CD with 200 odd Nikon photos illustrates the event in great style. I had a blast sifting thru his photographs and selecting shots for this issue and, as I write, I have nine variations on the cover. What will we do with the ones we do not use? Oh, probably make posters for Hank's office.

We asked Hank to write a few lines for us. One of our more military members asked in firmer tones. Hank, we know, is a busy man and we were not too surprised by his brief: "It was great!" with a copyright added. Simultaneously Tracey and I turned the emails in to an article only to have Hank's material arrive an hour later. As you will see in the expanded article: it was great.

As I begin this paragraph it is late in the evening. I call my desk "The Oasis" because I always seem to be here at midnight. It is almost Friday 13th and the snow is falling. So I will add my comments on the weather: bleah. I expect it will be snowing Memorial Day. But I must not digress, I must get this issue of *Northlander* off tonight.

But before I finish I have to reflect on the events I will miss in May. I just read Don Johnson's rally plans and the visit to Quechee, Woodstock, and to Simon Pearce. If these names are new to you take my word for it: this is not to be missed. If you know these names I am sure you are going to the event. Have a blast.

David



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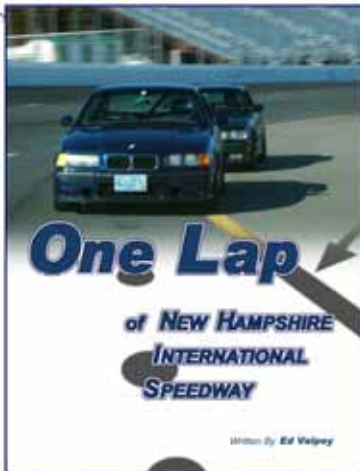
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Edgar Broadhead - Safety Chair

We all see safety requirements constantly changing. Two wheel mechanical brakes became four wheel, then hydraulic; now we have ABS & PSM. Wooden steering wheels have disappeared. Suspensions have improved. Lap-type seat belts appeared and became 3-, 4-, 5-, 6-, and 7- point harnesses.

Along with this, PCA national and regional safety requirements have also changed. Race and race-type seats are everywhere. We all want to improve our driving abilities, whether at AX or DE. Multi-point harnesses and a “race” seat are the first steps to better control.

A new rule this year requires that double shoulder harnesses must pass through the seat or headrest, not around it. Otherwise, the factory 3-point belts must additionally be worn. While multipoint harnesses hold you in your seat better, they also present opportunity for fatal neck injuries. Head and neck restraints aren’t required yet by PCA, but those of you who wish to see old age should look into obtaining one.

Some interesting websites:

www.isaacdirect.com,

www.simpsonraceproducts.com,

www.hmsmotorsport.com,

www.schrothracing.com

DE participants should have their cars tech inspected within two weeks of an upcoming DE event. Older cars that may require some repair should have their inspections performed at the beginning of the period. In all cases remember to make an appointment to have your car inspected!

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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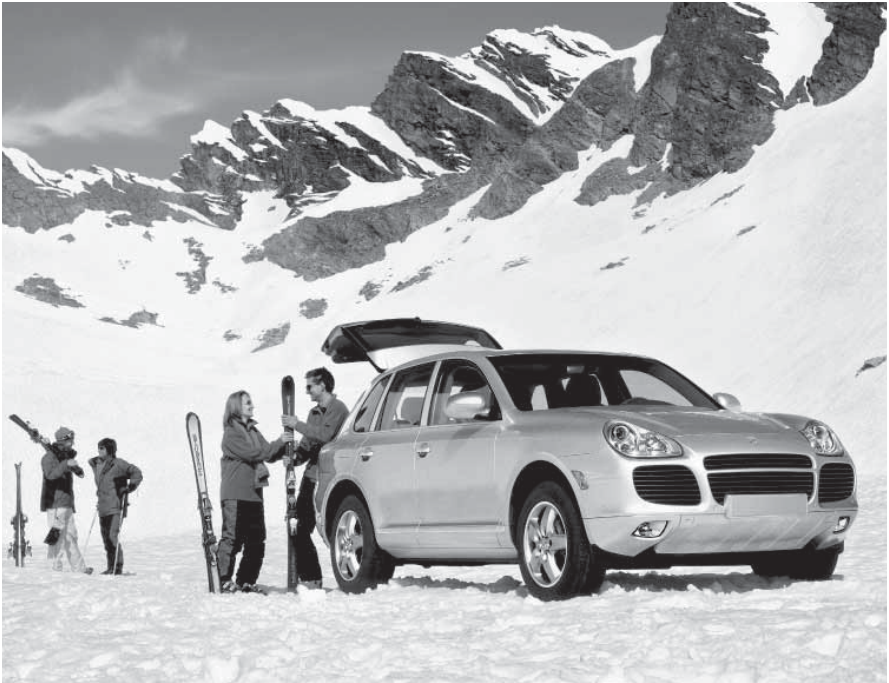
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