

NORTHLANDER

NORTH COUNTRY REGION

Volume 38 Number 5

PORSCHE CLUB OF AMERICA

June 2015



IN THIS ISSUE:
Spring Rally
Autocross #1
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.

We'll be happy to go "the extra mile" with you.



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Find us on Facebook - www.facebook.com/EPE-European-Performance-Engineering

epe.com

HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

We are looking for members interested in keeping this club going. Past administrations have done the hard work - they have built a strong and varied program with ever greater participation from the membership.

We are growing each and every year. Any member, whether active, affiliate, or associate can help out. If you have any interest in helping out this great region, please contact Matt Romanowski - matt@jraplastics.com

Thank you!

Come see what we are all about...

NCR



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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 36 for advertising rates.

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PORSCHE CLUB OF AMERICA
June 2015

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President
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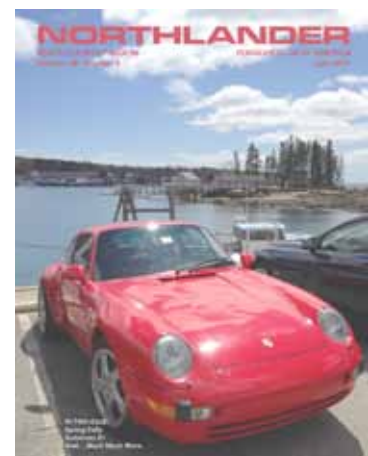
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On the Cover

This picture was taken by Ivy during the Spring Rally. What a great day with wonderful people along with spectacular views on the coast of Maine.



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CALENDAR

NCR Calendar or Events

June:

- 6/5-6/7 Zone One 48 hours of Watkins Glen
- 6/7 NCR Autocross #2 @ Ft Devens, 90 Fitchburg Rd, Ayer Ma, 7:00 am. Pre-registration required.
- 6/9 NCR BoD meeting @ Lui Lui, 259 Daniel Webster Hwy Nashua, NH, 6:00 pm
- 6/12 NER DE @ Palmer Motorsports Park, 58 West Ware Rd, Ware, Ma, 7:00 am
- 6/13 2nd annual Le Mans Race @ Porsche of Stratham, 58 Portsmouth Ave (Rt 108) Stratham NH, (855-446-6717). RSVP president@pca-NCR.org
- 6/21-6/27 PCA Parade @ French Lick Resort, French Lick IN (888-936-9360)
- 6/27 NCR Summer Rally & Tour (location tbd)
- 6/28 NER Autocross @ Ft Devens, 90 Fitchburg Rd, Ayer Ma, 7:00 am.
- 6/29-6/30 NCR DE @ Lime Rock Park (contact de-registrar@ncr-pca.org)

July:

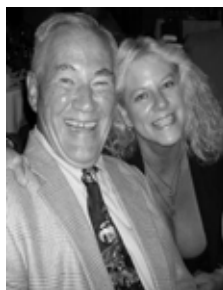
- 07/05 NCR Autocross Event #3 07:00am
Devens Contact : autocross@ncr-pca.org
- 07/06 NER Mont Tremblant DE
Circuit Mont-Tremblant at 07:00am Contact : trackchair@porschenet.com
- 07/14 Board Meeting Location : Lui Lui - Nashua 6pm Contact : president@ncr-pca.org
- 07/19 Sunday, July 19, 2015 NCR Rally/Tour
Location : TBD

Early August:

- 08/01 Saturday, August 01, 2015 at
NER Autocross Devens MA
- 08/02 NCR Autocross #4 Devans MA at
07:00am autocross@ncr-pca.org

www.ncr-pca.org

EDITORS' DESK



Spring has Sprung!

Can you believe it... by the time you read this it will be June. It just doesn't seem possible.

Sometimes it is good to print some of the editor feedback and here is one of the most recent. A note from Chuck Tilgner thanking Judy for her great issue of Looking Back.

Chuck wrote:

Hi Judy. I can't tell you how excited I was as when reading the latest "Northlander" and I turned the page to page 11. Since all the people here see me driving a Camry Hybrid. Lisa made some copies for some of my friends and now I think they will have a different view of me. I am sure they will ask if I would like to still have the 914-6. I have fond memories of it.

Thank you very much for doing that. It really made my week (Month? Year?). I hope you are well and enjoying life. Chuck



MEMBERSHIP



Laura Futterer

June 2015 Northlander - New Members and Anniversaries

New Members:

Hank Black
Lunenburg, MA - 2006 Boxster

Ken Eaton
Ellsworth, ME - 2003 911 Carrera

Elijah Hannan
Hampstead, NH 03841

Matt Larkin
Hooksett, NH - 1997 Boxster / 2001 Boxster S

Todd Lukaszewski
Gorham, NH - 2001 911 Carrera 4

Steve O'Neill
Nashua, NH - 1987 944S

Alex Petrovsky
Natick, MA - 2007 911 Turbo

Adam Smola
Nashua, NH - 2001 911 Turbo

1 Year

Darryl Coplan
Warner, NH - 1970 911T

Athena DeGangi
Carleton Williams
Chelmsford, MA - 1989 944 Turbo

Jeff Long
Bedford, NH - 1999 911 Carrera

Sandra Osborne
Rye, NH - 1964 356 Cabriolet

Paul Santana
New Boston, NH - 1999 / 911 Carrera

Bill Tyson
Walpole, NH - 1995 911 Carrera 4

2 Year

Jeffrey Johnson
Williamsville, NY - 2010 Panamera

Jay Tischler
Christina Tischler
66 High St
Stratham, NH - 2007 911 Carrera

Peter Torosian
Mary Beth Torosian
Atkinson, NH - 1977 911S

Jeff Torrey
Vicky Torrey
Plaistow, NH - 2007 Cayman S

5 Year

Tom Der
Lisa Cook
North Hampton, NH - 2008 Cayman / 2011 Cayman S

Harrison Wareham
New London, NH - 2008 Cayman

Michael Wooding
Michelle Wooding
Goffstown, NH - 1984 944

10 Year

Mary Nutter
Charlie Nutter
North Berwick, ME - 1987 911 Carrera / 2006 Boxster

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

VICE PRESIDENT



Jeff Torrey - Spring has Sprung...

The Spring rally was a great success. I appreciate the work that Judi and Ed Mansing did to plan the route and include the DER members on our ride. We filled the restaurant. The tour was scenic, the people were great. The cars were nice. The food was good. You might say the event was perfect.

Recently it was related to me that sooner or later I would discover the joys of competitive driving and abandon Tours and Rallies for DE and Autocross experiences. I bought my Porsche as a touring car. Growing up there were 7 children in the family and coincidentally I am the middle child. My father owned a few sporting cars when I was very young. There was a jaguar, an Austin Healey, and a Corvette. Financially he sold the cars to support his children and I always remember him for that. To this day whenever I take time for myself and get in my sporting car (whatever it may be) I feel closest to him. So the times I spend on the tours and rallies are very special for me. I expect that each and every member that rides with me or the group understands this and respects the time I spend planning and donating to you. I thank you for your continued support and understanding when we are together.

Regards,-Jeff Torrey Rally@NCR-PCA.org



As you can see by the picture and everyone bundled up this rally should have been called the Sprinter Rally



Jeesh.. keep up already...



Beautiful day to tour the scenic ocean view - who is that in the rear view mirror?

continued on page 14 ...

Photo Quiz... Photograph by Mark Ettinger

Who is this, and what is he doing? Where? If you look very closely, there are some tell tale clues. Special bonus for those that can figure out the compass direction of travel. Can you guess? Mark Ettinger Photography
Maine-Photo.com





2008 Porsche RS60 Spyder Boxster S, #321 of 1960, 6sp manual, GT Silver over Red with Black top, 21k miles, Sport Chrono, BOSE, Heated sport seats, 19" wheels, Xenon lights, full leather interior, sport tuned exhaust, 303HP! \$38995



2012 Porsche Cayman R, 28k miles, 6sp, \$82k MSRP Bose, Heated Seats, Navigation, Painted seat backs, painted wheels, Bluetooth, fully serviced, 2-owner, like new \$59995



2014 Porsche Cayman S, 6sp manual, 19k miles, Bluetooth, heated and ventilated seats, 20" wheels with fat tires, bi-xenon adaptive headlights, dual power sport seats and more! 1-Owner, exceptional condition. \$61995



2006 Maserati GranSport LE, 23k Miles, 2 owners, full options, and serviced. \$110k MSRP, 400hp Ferrari derived V8! \$38995

**Call Jason at 617-676-7000
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Lawrence, MA 01840**



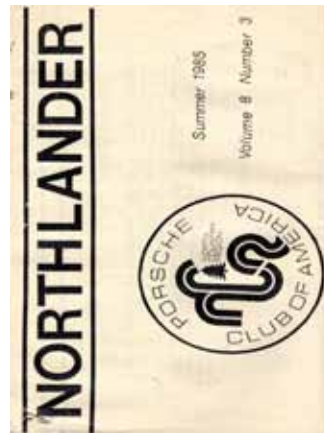
Judy Hendrickson **LOOKING BACK**

Finally some warm weather, but almost directly into summer with Nashua hitting 91 degrees in early May, now back to Spring temps with frost warnings. A reminder that planting season is not formally upon us until Memorial Day in NH! Have gotten Jelly Bean back on the road and Mark Nadler at EXOTECH is giving DER TUB a thorough going over and major service as I write. The plan is to swap SIX for her when she returns and now that I have the rebuilt fuel pump back from Germany she may finally get back on the road after nearly two years! Sometimes it is a full time job managing the "fleet". Chiquita has been performing flawlessly so far having enjoyed the DE opener at NHMS in April and the "boys" (Matt and Jay) took her on a jaunt at the NER event at Thompson. Wonderful when all you have to do is put gas in it and enjoy the day..

I still get info from COM and a recent email provided some news on a couple of NCR member's successes at their latest Time Trial event at NHMS. Seems Pete Rokel took a 4th in Touring 70 and Tom Greer won his Super Unlimited class in "what used to be a Miata". Congrats guys, but don't abandon our DE program, please!

The Summer 1985 Northlander was 10 8.5 x 11 pages stapled together and folded over for mailing. The checking account balance as of the end of July was now \$1779.16 and the Money Market account as of the end of June had \$1629. There were about 150 members in the Region now, but articles from the Editor and President seem to indicate only the usual 10-12 regulars were showing up for anything and a level of building frustration was beginning to show on the part of the "doers". Not an unfamiliar refrain, even today. New blood is the life line for any organization. New people are needed to learn the ropes of events and the organization if it is to continue to grow and thrive. The "Old guard" is always willing to give a guiding hand to help new volunteers learn the ropes. Any group, especially this one, is only a reflection of those willing to come forward and put forward the effort to make it something. There is nothing set in stone about any of our events, the club is here to serve you, volunteer and make it your own. Contact our prez, Matt Romanowski – president@ncr-pca.org.

From Volume 8, Number 3, Summer 1985



From Volume 18, Number 5, June 1995



Your Prez in her 993. (The church on the hill is why LRP doesn't operate on Sunday.)

Photo: Doug Hendrickson

This issue had some follow up articles on recent events, but nothing that stood out for reprinting. However, a number of things made me think "Wow!" Editor, Doug Hendrickson, reported we had finally joined (at least the last decade of) the 20th century, meaning we finally had email. Apparently Nancy Broadhead had been relaying info for several months as we awaited AOL dial up to come to Nashua. Doug commented our connection was but 14.4K usually backing off to 12K and that we were awaiting Nashua to get 28.8K and finally a connection to the WWW. These days 1MB up and 3MB down is considered "slow". This was also to be the last issue to which he could devote full attention, as he was soon to begin his hard fought battle with esophageal cancer.

Membership was now hovering around 280. The May Tour de France Rally (joint with NER) boasted 40 cars and 96 folks and ended at the Tory Pines Resort. Jelly Bean had her first track outing at a 3 day DE/event training session where a total of 20 NCR members enjoyed the track and worked side by side with Hudson Champlain Region to learn the ins and outs of running an event in preparation for our very first solo hosted DE in August (LRP).

From Volume 28, Number 6, June 2005

Articles covered the Car Control Clinic and the Spring Rally (a TSD training event for NCRs Parade rally workers) (our own Don Johnson was RallyMaster for the 2005 Hershey Porsche Parade), a photo essay from the Ralph Lauren Exhibit, an article on Torque (wheels not engines) and this informative article on what size wheel is best. I would have said bigger is better, but maybe not after reading this article. Makes you wonder about the current trend, perhaps "flash" factor is predominant these days. Membership was now 479.



Singing in the Rain. Car Control Clinic.

Photo by: David Churcher

ASK THE EDITOR By: Bill Kallgren -- Editor

The offices of the Northlander are please to introduce "Ask the Editor," a question and answer forum. Hardy souls who have questions regarding their Porsche are advised to seek professional help, however when even the professionals are stumped you can always "ask the editor." The editorial staff will strive to answer your questions accurately, with a sense of humor and with a dash of common sense. Again, like writing Ann Landers, this is purely for fun and you should really seek the advice of professionals or discuss with fellow club members. We will start the series with a question from club member Tom O'Dowd who has boldly gone where other members feared to travel by "Asking the Editor."

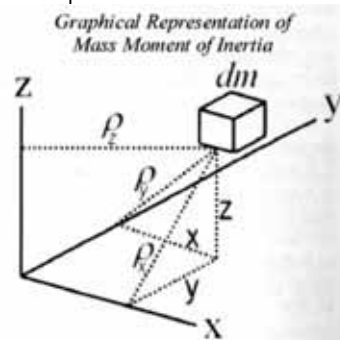


Tom O'Dowd: "If you were to purchase a new Porsche would you get 17" . 18" or 19" Wheels and Why?"

Northlander: Tom, thanks for this excellent question. It is always a great pleasure when shopping for a brand new Porsche and the question of wheel size comes up frequently. There are certainly advantages and disadvantages to each choice offered and we will try to break down only some of the technical details involved in wheel choice. First and foremost the wheel and tire combination constitutes the contact patch between you the driver and the tarmac. Depending on how you plan to drive your car, the choice of wheel and tire size is important. Let's consider for a moment the technical implications. The following is in no particular order of importance, nor is it comprehensive, but only a reflection of some of the elements to consider when choosing wheel and tire combinations.

Mass Moment of Inertia: The mass moment of inertia is the ability of an object to resist changes in rotational speed when torque is applied. When considering wheel and tire combinations, it is important to understand how mass moment of inertia and tire combination may impact performance. A larger diameter wheel and tire combination may have a higher moment. The larger diameter wheel is likely to be disproportionately heavier than the smaller wheel as much of the wheel mass is placed on the wheel rim.

Although the lower profile sidewall tire may be similar in mass to the higher profile sidewall tire, it is likely that the wheel itself will be significantly heavier. Like a heavy flywheel, a larger wheel will take more effort to accelerate/ decelerate to a given speed. Your automobile will output a given torque to the drive wheels at a given engine speed. By reducing the mass of the wheel, you will see an improvement in acceleration and deceleration. Now for an example. Take a bicycle wheel and, holding it by the hub, start it spinning. If the bicycle wheel is heavy, it will take more effort to get it spinning up to a certain speed. Now, with a glove on your hand, try to stop the spinning bicycle wheel. If the bicycle wheel is very heavy, it will be more difficult to stop the wheel so you have a glove on to prevent getting a blister. If the bicycle wheel is very light, you will be able to stop the rotation without any discomfort



in an ungloved hand. I used to race bicycles and my "training" wheels were built up with 380g rims and cotton tires. For races, I would switch to silk race tires on 330g rims. Although the bicycle only massed two hundred grams less, the bicycle felt several pounds lighter due to increased responsiveness in the handling and acceleration of the bicycle. For performance, select the lightest wheel and tire combination for best performance. For safety, a

superlight wheel may not be durable enough for everyday use requiring more frequent inspections. Of course Porsche AG will be sure that any factory offering is suitable for daily use so safety need not be a concern, but aftermarket wheels are a different animal altogether.



Unsprung Mass: The suspension settings of the automobile will be directly affected by the unsprung mass, that is the wheel and tire weight along with the wheel hub and brake components which move up and down when the car hits a bump in the road. The lower the unsprung mass, the more responsive the suspension may be. Keep in mind, drastic changes in unsprung mass may require changes in damping, rebound and spring rate used in the suspension, for practical purposes, this is probably insignificant for a road driven car.

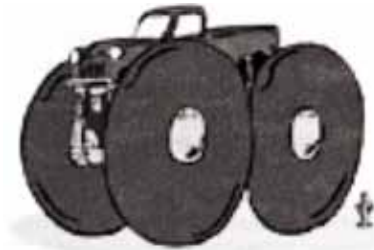
Carcass Stiffness: The stiffness of the sidewall will impact the ride quality and handling response. For a track car, the generally stiffer carcass of the low profile tire will result in more direct road feel and steering response, with possible trade off in increased road noise transmitted into the passenger compartment and a "harder" ride. You have effectively increased the spring rate of the suspension with a corresponding increase in more responsive handling. If you are looking to improve handling and want to stiffen the suspension slightly, a stiff sidewall will do just that by going to a slightly larger wheel size. Before going hog wild, consider the entire suspension as a system. Stiff tire sidewalls with stiff suspension settings may result in a car which is tiring to drive on a daily basis but possibly very fun on a closed course.

Ride Quality: Consider ride quality. A stiff sidewall, while making the car great on the track, might make the car too harsh for daily use. Current FIA F1 technology is based around a 13" wheel diameter with a very high profile tire sidewall. Much of the suspension dynamic response is tuned through sidewall stiffness and tire pressure. The actual spring rates and dampers on an F1 car are only a small part of the total suspension package. FIA World Rally cars use very low profile tires on tarmac for improved handling, while higher profile tires on gravel stages for increased suspension compliance and tire durability. Select wheel and tire in combination with the rest of the suspension package and intended use.

Tire Choice: Consider tire choices for the rim size you are considering. Keep in mind that you may have only a few selections of rim size, tire width and aspect ratio to choose from. I seem to recall various BMWs which required a specific Michelin MX tire due to a unique wheel size:

only one choice like Henry Ford would have liked it. If the car is being driven in the winter, consider if winter tires are available.

Intended Use: Consider the use of the vehicle. If a daily driver are you seeking performance or comfort or some compromise between? Also consider road hazards. A low profile tire will be more likely to suffer a puncture due to potholes. Count the number of hopped up Honda Civics in early spring with flat tires. When hitting a pothole, the tire sidewall will deflect. With a very low profile tire, the sidewall may be pinched between the wheel and the road resulting in a puncture in the sidewall and possible damage to the wheel. You may also want to check tire pressure more frequently. A stiff sidewall may mask low tire pressure, again resulting in increased possibility for puncture. My 911 sees use as a daily driver while also being used for DE. As DE is a non-timed event I am only interested in how well I drive my car. If I always use street tires and show an improvement in driving skill, relative to myself, then I have improved as a driver regardless of the wheel and tire combination.



Aesthetic Considerations: Always important is the "flash" factor. If your car looks real flash, you will be more proud of it. Also, adding new wheels and tires to an older car can make the car feel newer. The trend is definitely going toward low profile wheels, particularly in the summer. If your car is starting to feel old, you can quickly update with some new wheels and tires and low profile is definitely the part.

Cost: Your humble editor is a Yankee at heart. If you want the flash factor, you may need to open your pocketbook a bit further than the next guy. Price out replacement tires before opting for that big performance wheel upgrade and be prepared to dish out more each time new tires are needed. Also cost the individual wheels should you hit a pothole hard enough to damage the wheel.

Thanks again Tom for an excellent question. We have artfully avoided answering your question, rambled on tirelessly, but tried to give you food for thought so you can make a more educated decision. Good luck with the new car.

Additional Resources:

Check out the technical sections at WMW.pca.org or other web sites such as www.rennlist.com or www.pelicanparts.com

continued from page 7 (Vice President) ...



Big Bro touring with the group...



Jay Gratton at table two...



Beautiful color and lovely view..



Jeff taking the best seat in the house...



Paul Tallo and other attendees having a great time at lunch



Tugboat Inn parking... what a view

My first HPDE event ... YIKES! by Stan Holz

I've always wanted to attend an HPDE track event, but never really had the time. Now, having just retired from my retail sporting goods business in Whitefield, finding spare time is no longer the issue it once was. With the 2015 season opener coming up at the conveniently located NH Motor Speedway, I decided it was finally time to get in my first track experience.



Stan's first track day..

I registered online ... and my biggest issue was figuring out which run group to sign up for. I was, in my younger days, quite the street racer and still enjoy carving the turns in my North Country environment. Well, of course, in my mind I was anything but a rank novice. So ... do I register for the Yellow run group as an acknowledgement of all my very polished driving skills; or put myself in the novice Green run group as a reflection of my lack of actual track time? Oh, the dilemma! Finally, I allowed the rational side of my brain to dominate the emotional side and registered as a beginner in the Green run group. I fully expected to be upgraded to the Yellow group as soon as my instructor was exposed to my incredible driving skills.



Stan and instructor Blair Talbot

Living up in the North Country of New Hampshire, I found there were no convenient tech inspectors in the area. Luckily, my 2013 Porsche Boxster S was due for its annual service, so I had Porsche of Stratham do the inspection while I had the car in for service. Next was a visit to Amazon and the purchase of an approved full face helmet, then reservations at the Red Roof Inn for two nights. The final touch ... some automotive masking tape to use as my numbers ... number 144 was ready to hit the track!



Looking good..

My wife Sandy came along as an observer, wanting nothing to do with the actual driving of the car. She was, I think, almost as excited about this as I was. We were at the registration window by 7AM; I filled out all the paperwork, and got my green wrist band. Next, a short drive to the paddock area and a wait for the morning tech inspection line to open up. Going through that line, the car was checked for any loose objects, the brakes and tires were examined, and helmets were also looked at. A short classroom session followed, where track protocols and hand signals were explained, and a diagram of the track itself was reviewed.



Tech line..



Heading towards the tree house...

Before the first run of the day, my instructor Blair Talbot came over and introduced himself. In the car, head sets were hooked up, and Blair got behind the wheel to show me how the course should be driven. Before track entry, we stopped for a final review by Betty, AKA Betty Bluenose, who checked wrist bands, seat belts, and helmet chin straps. Away we went, with Blair taking a few laps to teach me the proper line. Now, finally, it was my chance to show my stuff. Well ... it didn't work out quite the way I thought it would. My right ear was soon ringing with screams of, "No! No! ... brake harder ... too late ... too soon ... squeeze the throttle ... track out .. use the whole track!" Good grief! What the heck was going on here? This was nothing like any driving I had ever done before. None of my supposed driving skills and instincts had any relation to what we were doing on the track. What did I get myself into?



Stunning car ..

Thoroughly deflated, I limped back into the paddock area. Blair looked at me and said, "Don't worry, it'll get better." Sandy ran over to me and asked how I liked it. My rather morose response was, "I've never been so humiliated in my entire life. I was terrible!" I was really depressed ... my ego took quite a beating out there.

By the second run, I approached this as a learning experience rather than as an opportunity to show off my self taught driving skills. Not surprisingly, things went much better and I finally started to feel the car and the track. A total of four runs that first day, and I was definitely feeling less incompetent as I put in more track time.



Make - A - Wish Day Saturday April 18th

The start of the second day was peculiar, in that I felt very nervous before the first run. Out on the track, I had a total regression and went around the track like a clod. I apologized to Blair for messing up, but he just looked at me and explained that I was experiencing sensory overload. I was just trying to process too much information at once. His advice was to try to relax, be smooth, and look at the whole track while trying not to have tunnel vision. The rest of the day went much better, and I did finally understand



The best part of the day "smiles"...

what "ocular vision" was ... the ability to see what's going on around you. The first day, I realized, I never once ever saw a flagman. By the second day, I was seeing every one around the course. Did I still make mistakes? Absolutely, in fact I invented new ways of messing up on almost every run. Through one series of esses, I couldn't find second gear. I was shifting so hard I was actually winding up in the reverse gear gate. Coming through another series of hard turns, Blair casually noted that I was in fourth gear. My response can not be printed here, but I was not happy with myself. At one point I was criticized for weak passing signals ... something I didn't even realize I was doing.

Through all of this, my mid-engine Boxster S was simply amazing. I still can't believe how well this car maintained its composure, even when I barely was able to maintain mine. No screeching tires, no sliding out, no overheated brakes ... it just went where it was pointed and did what it was designed to do. I really didn't know how good this car was until I pushed it to its limits. It is a truly incredible little machine.

After two full days with my Porsche and Blair, I left feeling that I had learned an awful lot ... about both my car and myself. It did take me almost a full week to get the images of the track and Blair's non-stop, staccato monolog out of my mind. I couldn't close my eyes without feeling that I was out on the track ... tracking out, hitting the apexes, maintaining the line, throwing pass signals crisp enough to dislocate a shoulder. It was intense!

Back home, I quickly made a trip over to the local garage. The tires felt a little odd and I wanted them checked out. That's when I found out about rubber, and what happens when you're running hard on a track. Those tires get really hot, and all that rubber in the track loves to melt right on to them. I must have had a 1/4" of hard rubber melted on my tires, and it took the garage almost four hours to get it all off. At one point, a ball of rubber just fell off by itself. Blair did remark, at one point, that I should stay away from the wall on the straights because that's where all the rubber was. Now I know what he meant.

One of the real high points of my two days at Loudon was not related to HPDE at all. Ivy Cowles had helped organize a Make-A-Wish event for that Saturday. At around noon, anyone interested had their cars lined up for an inspection and "sit in" by the Make-A-Wish kids and their families. After that, we each took different kids around the track for a few laps. At one point I took a severely disabled young man around, and he just never stopped smiling the whole time. Later, as I was still on the track with another kid, the father of that boy came over to Sandy and thanked her for bringing so much joy into their son's life. It was his dream to ride in a Porsche, and his dream had finally been realized. It had been a long time since they had seen

him smile this much. Sandy and I were both deeply touched by this.

So, I survived my first HPDE, I didn't see any black flags, I didn't crash, and my poor instructor ... Blair Talbot ... was able to walk away from this without assistance. I will do more HPDE's in the future, but this time around I'll have no delusions about which run group I'll put myself in. I'm Green, and proud of it!



A happy face...that is what it is all about



Stan's great day to remember and to look forward to the next...

NCR's Autocross #1

Photographs by David Churcher



Joe makes a good start to a new season....



Danni Zhang expresses surprise...



Bryan Polanski...16 years old and fast



Jeff Torrey in a 1971 TVR



Akira's 904 Replica



and yet another of Bryan...



Mark Skala...



Kristin is ready to go...



Jonathan or David Malcolmson...



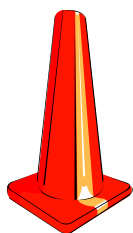
Young Jack happy with the day's runs...



Lisa and clan all smiles for the day...



Gathered around for to await the trophy announcements...



Race operation at the limit – three Porsche 919 Hybrid in Le Mans

by Press Porsche

24 Hours of Le Mans and WEC, LMP1

Stuttgart. Twenty-four hours of racing are a long time. But the “Le Mans” operation lasts a lot longer. On May 18 the Porsche Team began its build-up in the paddock of the famous circuit in the North-West of France. An advance party of 12 people is setting up the two-storey steel hall behind the garage and also the two-storey container building for storage and the drivers’ rooms. On May 27 the fully loaded team trucks will leave Weissach for their 800 kilometre long journey to the town in the Sarthe department. Eight team members will prepare the garage for the three Porsche 919 Hybrids. At the same time further build-up teams will set up the Team and Media Hospitality in the paddock, the guest hospitality in the new Porsche Experience Center, the fan area in the so called Village, the guest lounge at the Porsche curves and the rooms above the garage. Plus: a camp for 750 employees from all the Porsche headquarters will be prepared. They will all come to cheer the company’s most extreme cars when they face their ultimate challenge, carrying technology for future road going sports cars. The powerful hybrid race cars, with around 1000 HP, represent an ideal development platform for innovative powertrain engineering.



Everything that’s needed to operate the three 919 Hybrids needs to be in place for the official pre-test on May 31. When the race starts, 13 days later, 120 team members, 2,500 media representatives from 49 countries and 270,000 spectators will be on site.

Under the guidance of Fritz Enzinger, Vice President LMP1, it is Team Principal Andreas Seidl who is in charge of all things operational. His location during the race will be what is known internally as the “Space Station” at the front of the garage – the nerve centre where all information is gathered. Working next to Seidl will be Crew Chief Amiel Lindesay. In conjunction with the race



engineers, the New Zealander will delegate the tasks to the 19 mechanics via radio. He informs them which tyre set is to be fitted next, how much fuel needs to go into the car and what else has to be done during a pit stop. Seidl is in contact with the cars by radio as well as with the engineers who he talks to by the pit channel and the “Interkomm” channels. Be it the drivers’ comments, the technical state of the cars, tyre choice, pit stop strategy, observation of the weather or the competition – Seidl is the central point for everything. He has to keep a level head, channel all sorts of information and take instant decisions. The Bavarian is well aware that: “To coordinate three cars means once again a bigger challenge for all of us. The race in Spa gave us a taste of what it takes, but this was only a six-hour event. We have used our 30-hours of testing to play through many eventualities. However, it is impossible to simulate Le Mans – and without a super professional crew you just cannot stay the course successfully.”

The race engineers sit in their covered stands at the pit wall with six screens in front of them. Only the race engineers talk on the radio to the drivers. On a separate pit radio channel and on the Interkomm they touch base with Lindesay, Seidl, other engineers and further team members. There is one such stand per car on the pit wall. The number 17 red prototype is driven by Timo Bernhard, Brendon Hartley and Mark Webber. At the wheel of the black number 18 are Romain Dumas, Neel Jani and Marc Lieb. The white number 19 car is shared by Earl Bamber, Nico Hülkenberg and Nick Tandy. The Race engineer for the number 17 car is Kyle Wilson-Clarke (Great Britain). In the stand for the number 18 car sits race engineer Mathieu Galoche (France) and for the number 19 car Stephen Mitas (Australia) is in charge. The Australian is also the leading race engineer for all three Porsche 919 Hybrids.



Twenty-three people form the crew for each car: race engineer, performance engineer, data engineer, hybrid engineer, engine engineer, systems performance engineer, 12V engineer, software engineer, engine application engineer, gearbox engineer, track aerodynamics engineer, number one mechanic, front axle mechanic, rear axle mechanic, engine mechanic, gearbox mechanic, composite mechanic, electrician, refueller, tyre man, storeman, one mechanic to look after the air hose and the fuel bowser and one spare person. Sixty eight men and one woman (a gearbox engineer) are fully focused on their respective cars.

The 90-page sporting regulations define how a pit stop must be carried out. There is a speed limit of 60 km/h in the pit lane, the car must park at least 50 cm from the wall or from the line marking the limits of the working area, no more than four team members are allowed to push the car into the garage if needed. The car may only restart when parallel to the track in the working area in front of the garage – and, please, with no wheel spin, otherwise a stop and go penalty will be applied. At all pit stops the engine has to be switched off and during refuelling (tank capacity 68.5 litres) the car has to remain with its wheels on the ground. On the 13.629 kilometre long track in Le Mans the Porsche 919 Hybrid can use a maximum of 4.76 litres of fuel per lap, which results in a range of 14 to 15 laps. Two mechanics are allowed to carry out refuelling, another one has to stay ready with a fire extinguisher and the cut off valve attendant is at his post. At the same time two mechanics are allowed to clean the car's windscreen, headlights, mirrors and cameras, to pick up recorded data and to earth the car.

A driver change can happen during refuelling, but the time it takes is too long for it to be finished during a pit stop for fuel only. Therefore, driver changes only happen when new tyres are required.

After refuelling a pneumatic jack lifts the car. For the tyre change a maximum of two mechanics are allowed to work on the car at the same time, and only one wheel gun can be used at that time. A second wheel gun and two other mechanics are involved in a relay-like procedure. After clever choreography they speed out of and back into the

garage to loosen the wheels, take them off, supply the new ones and secure them. A perfect wheel change at the Porsche Team takes 19 seconds. In Le Mans it is scheduled at the earliest after two stints, at night the teams try to double the interval between tyre changes. Then a driver stays in the car for a period of nearly four hours, which is more than the race distance of two Formula One Grands Prix.

If necessary, extra people are allowed to change the data recorder or the fuel flow metre. In any case, all personnel must be back in the garage before the driver restarts. Then he has only himself to rely on. If a technical problem occurs out on the track, he can only use the basic on-board tool kit.



Title this picture of JJ ...



JJ cleaning the engine compartment of his 993 before the engine goes back.. "Please congratulate JJ as the new owner of a 993!" Photograph by John Dunkle



Photograph by David Churcher

Precision Imports Is No Stranger To The IMS Bearing

By Bob Futterer

Recently Dick Horan and his son Patrick opened their shop, Precision Imports, to NCR members and guests. The discussion centered on Porsche's infamous IMS Bearing, along with several other components that make up the flat 6 water cooled engine. Dick started off by explaining the design, how the IMS Bearing works and why there have been issues with them. Along with all this information, Dick also had examples of failed bearings and shafts showing the outcome due to the bearing failure.

Some of the other topics that were discussed with the group were, dual mass clutch and flywheels, late model water pumps and air oil separators. Dick had examples of new air oil separators and an oil filler tube.

Precision Imports is one of the original 4 Star Bosch Authorized Service Centers in the U.S. It is located at 183 Falton Drive, in Manchester, NH. Visit their web site at: <http://precisionimports.com>

Thanks Dick and Pat for a great tech session!



Edgar taking in the great tech session

After several hours of great technical information and just good friendly automotive conversation, we stopped for lunch. As always plenty of Dick's famous steamed hot dogs, chips and an assortment of donuts and pastries. There was no reason for anyone to have left hungry!



Are all of the parts supposed to look this clean...



Dick is discussing IMS Bearings



Additional parts from the spectacular tech session..

More Make-A-Wish Photographs from April 18th sent in by Sandra and George Burnet



It is all about the kids...



Smiles smiles and more smiles...



Me first...



Helping the kids in and out of the cars..



Yes there are 3 people in the car...

A Restoration Artist Brings Antiques Back to Life

by Crystal Ward Kent Photographs by Greg West

Every piece of furniture tells a story. Who made it and why? Was it fashioned as a gift or piece of art, or was it made to be sturdy and useful? Over the years, time embellishes the story as owners come and go. Paint, scars, and insect damage may alter a once lovely appearance. Underneath a damaged facade, however, the original wood remains, waiting for its patina to be rediscovered. Uncovering that beauty, while staying true to the furniture's history, is the mission of restorer and conservator Robert Hanna of Brentwood, New Hampshire.



Photographed by Greg West Hanna demonstrates the technique of French polishing, which provides a high luster

A native of Brighton, England, Hanna grew up in the restoration business. His father was a cabinetmaker whose skill eventually led to his doing work for the British Royal Family. In 1978, the family moved to the States where they settled in Florida, and the firm of Hanna & Hanna was born. Walter, Hanna's father, created stunning handmade furniture, and his son applied period finishes. It was quickly apparent that young Hanna had a natural talent for finishes; soon more and more restoration work was coming his way. He began specializing in seventeenth-, eighteenth-, and nineteenth-century pieces. In his hands, veneers, inlays, and other surfaces were brought back to their initial glory.



Rob Hanna

A well-restored surface can improve the value of a piece by 40 percent; so before long, top auction houses such as Sotheby's and Christie's came calling, along with the Keno brothers, Leigh and Leslie, the hosts of the television program "Antiques Roadshow." Soon, Hanna was restoring multimillion dollar pieces by some of America's and Europe's finest craftsmen, including Thomas Chippendale, John Carlyle, John Goddard, John Seymour, John Dunlap, and the Townsend family.

"I will not alter a piece," Hanna says. "I don't refinish or strip layers away. The history of the piece is the most important element to me, and I want to maintain its integrity. I work to restore the piece to as close to its original appearance as possible."



A restored New York Chippendale game table with a serpentine front, circa 1760.

Restoring usually means removing anything added to the surface over time, including waxes, veneers, urethanes, and modern finishes. Hanna removes just enough to reveal the original surface without permeating it. Over the years, he learned the chemical makeup of enough surfaces in order to create a solvent to remove safely whatever has been added.

After spending countless hours poring through old books, journals, and trade publications seeking recipes for the polishes, finishes, and lusters used centuries ago, he now devotes his time to mixing and blending these ingredients to achieve the right color and sheen. He tests the product on a small, hidden part of the furniture. How long a restoration takes depends on the extent of the work to be done and the size of the piece. One piece can take days or weeks.



The French table de salon from 1790 has a marble top with an ormolu gallery and holds a boule tea caddy that Hanna restored.

The final look of a piece differs depending on whether it is American or European in origin. "American furniture is not as highly polished," he explains. "So restoring an early piece to its initial look will usually result in a finish that is not glossy and gleaming. By contrast, European-made pieces were highly polished." After restoring European furniture, Hanna applies by hand a historically accurate French polish.

Working on antiques requires using materials that cannot harm fragile surfaces. "I was restoring a table that had belonged to Ben Franklin," Hanna recalls. "I knew that any solvent containing alcohol could burn through the fragile surface, so I spent the afternoon running around my New York neighborhood digging up tree roots to make my own stain. Furniture makers of Franklin's time would have used products made this way, so it was completely in keeping with what would have been put on the table in the beginning."

Furniture from China and Italy brings its own set of challenges since much of it is lacquered and the lacquers are not the same. "The lacquers not only vary from country to country but also from region to region," he says. "You have to learn as much as you can about the piece's origins before you can begin the work of restoration."

Similarly, gilded pieces need special care. Gilding cannot be glitzy and bright but must go with the period. Hanna makes his own lacquers and gilding and then hand-applies everything as artisans would have when originally finishing the piece.

While he learned a great deal from his father and from his own research, he also studied at such prestigious institutions as Colonial Williamsburg and Delaware's Henry Francis DuPont Winterthur Museum, considered one of the greatest collections of early American furniture in the United States. He has since restored several Winterthur items.



Hanna makes herringbone inlays from walnut veneers.

"I have known Rob for a decade," says Andrew Holter, vice president and specialist head of the Department of American Furniture and Decorative Arts at Christie's in New York City. "He has worked on one of the most expensive pieces of American furniture ever to sell at auction. His steady and methodical approach to period furniture and its surfaces is truly special. Rob has mastered the gentle touch and brought back to life numerous pieces of furniture that were in need of a little TLC."

Among his achievements is restoring original panels from the Forbidden City in China. These panels are now displayed outdoors at a Florida museum. They periodically need restoration as they suffer the affects of time, weather, and termite damage. "Each damaged piece of wood has to be carefully removed, damaged areas repaired, wood replaced, and the surface restored," he says. "It is painstaking work."

By working with their furniture, Hanna has developed a profound understanding of some of history's greatest cabinetmakers. "Over time, you begin to recognize the work of John Townsend, Thomas Savory, and Duncan Phyfe, not only by their style of craftsmanship, but by the surfaces they used. When I'm working on their pieces, I feel like I'm restoring their vision, and soon the pieces will look as they did when first created."

Sometimes Hanna deals with beautiful pieces that have been mistreated. When someone shellacked an eighteenth-century Chippendale table, the conservator carefully secured the veneer with heat, checked the condition of the original surface, and finally began to restore it. Some clients want their furnishings to look well kept, but others prefer a duller surface with scars still visible to demonstrate that the piece has existed for many years. Hanna usually shows his clients their furniture midway through restoration so they can see how the finish is progressing.



The tools of Rob's trade include shellac crystals with alcohol, mentholated spirit-based varnish, and boxes containing aniline dyes, from which he makes stains

Hanna's clients range from people with a few cherished heirlooms to sports legends, celebrities, private collectors, and acclaimed auction houses. Regardless of the owner, he takes the same care with each piece, knowing how important it is to restore it for future generations to enjoy.

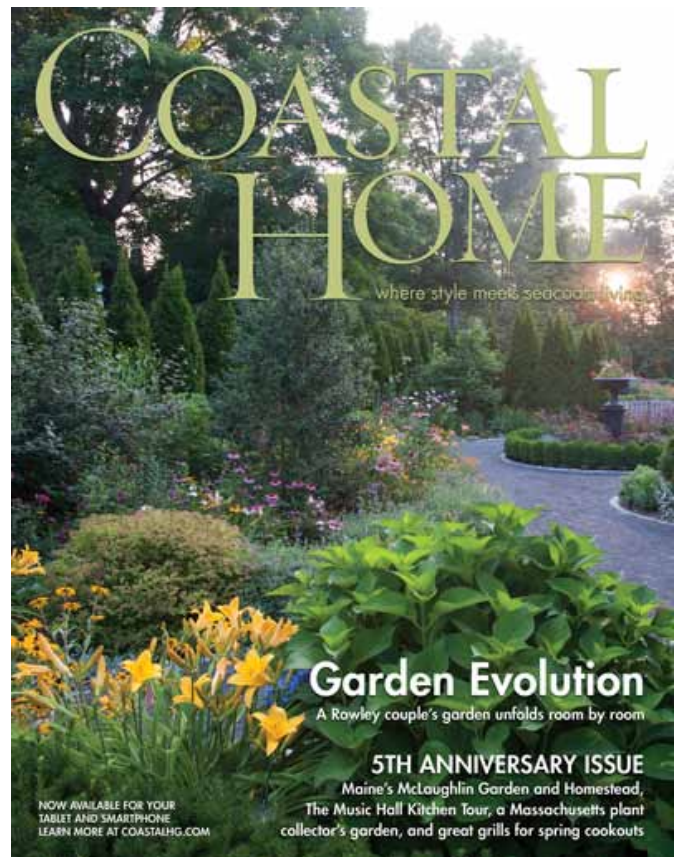
Will his knowledge one day be passed to his son? "I'm not sure," he says. "I hope so. He is interested and has traveled with me. I plan to write a book and share all I have learned. Restoration has taught me much about history, life, and art, and I hope others care about preserving the stories these pieces tell as much as I do."



The Editors first read this article in Coastal Home Magazine and it caught our eye as this is NCR member Rob Hanna.

Be sure to check out the magazine and its articles at <http://coastalh.com/>

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Please put Le Mans in the subject line



Join us at Porsche of Stratham for the start of the 83rd running of this 24-hour classic. Porsche is expecting to have three of their 919 Hybrid machines competing against three Audi R-18s, two Toyota TS040s, and several other machines in the LMP1 class. There also at least nine Porsche 911s (GTR and GT3 R machines) registered in the LMGTE-Pro and LMGTE-AM classes. Porsche of Stratham has graciously agreed to provide a TV so we can watch the start of the race, a light breakfast and lunch, as well as a tech session which will be announced later. We had a great time last year, so come join and enjoy the race, friends, and Porsche of Stratham's hospitality.

Date: Saturday, June 13th. 8:30 AM (9:00 AM start of the race)

Location: Porsche of Stratham, 60 Portsmouth Ave, Stratham, NH 03885

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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
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
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Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
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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 Contocook/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



Cayman/Boxster and 997 Porsche Parts

Mantis Sport Harness Bar. Fits 2006 -2011 Porsche Cayman and likely fits similar year Boxster. Used one year. Price new \$350 (including shipping) Selling for \$200 Contact: willr47cayman@gmail.com



Textar front brake pads. Less than 500 street miles. Fit base model brake caliper on 2006-2011 base Cayman or Boxster. Maybe older Boxster too. New price \$100, Selling for \$30. Contact: willr47cayman@gmail.com



Porsche 997 rear brake ducts. New, in the original packaging. Suncoast Porsche Part # 997-331-487-03 and 997-331-488-03 Price new \$50, Selling for \$20 Contact: willr47cayman@gmail.com



Sun Sport tire trailer - holds 4 tires and has diamond plate tool box, spare tire and custom hitch that will work any 1997-2004 Boxsters, 996 and probably on newer model Boxsters and Caymans with some modification. Wiring has been completely redone in the last 6 months and wheel bearings also have been repacked. Best reasonable offer, call for further info: Steve at 508-653-1695



1972 BMW 2002 tii - round taillight with sunroof, Korman stage 1 engine rebuild, rebuilt Kuglfischer fuel injection pump, performance exhaust, 5 speed conversion, lowered an inch, 14" bottle cap rims, set of 14" BBS basket weaves come with it, very good original style black interior with a Momo steering wheel and aftermarket stereo and subwoofer. Dash is crack free and the clock works.

The Golf Yellow paint has been done in stages (I removed boy racer front air dam and rear trunk spoiler). It would take a bit of body work and a total repaint to make it a show car (I prefer to drive it).

Asking \$20k - contact: jim_kelly@trg.com for additional info.





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Advertising fees are billed and due annually in either February or July. New advertisers may start part way through a year on a pro-rated fee basis. Advertisers are responsible for preparing and providing ad ready copy to the Northlander Editor by the 15th of the month before the month when the ad will begin. Thank you

BTW



In case you did not recognize this adorable face.. it is NCR Member JJ Dunkle

BTW



One of the most adorable postings on Facebook ever:

Look out world we have a track star in the making! The big question is: Will he be a distance runner or a sprinter? Find out in October!

Jay and Jaime Gratton are expecting a future NCR member. Congratulations guys.. so exciting!!!

NEXT MONTH

NCR Tech Session / Parade
and much much more...

North Country Region

PRESENTS

THE 2015 DE SCHEDULE

WWW.NCR-PCA.ORG

April 17-19 NHMS

June 29-30 Lime Rock Park

August 8-9 Palmer Motorsports Park

October 12-13 NHMS



It's NOT THE Cars, It's the People.



60th PORSCHE PARADE

JUNE 21-27, 2015

FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT

parade2015.pca.org



Come to *Escape to Rushmore* and enjoy *Rapid City and the Black Hills* for awesome sites and drives
October 1, 2, 3.

Escapes are lots of fun!! Zone 10 and Nord Stern are excited to invite Porsches across the nation to come to ***Escape to Rushmore*** in the Black Hills of South Dakota.

- Rapid City, South Dakota, is the ***Escape 2015*** headquarters. When you come here, you have surprising variety in activities, challenging drives, and many things to see and do. You'll have good places to stay, eat and shop, too. Holiday Inn Rushmore Plaza and the City Park adjoin the Civic Center and are headquarters for most activities.
- Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt, and Lincoln. You can walk around the National Memorial alone or on guided tours. You'll see impressive views of the sculpture that have national and international recognition and reputation and you can take spectacular pictures.
- Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can spend time in a beautiful museum of artwork.
- This area has internationally popular tourist geography and you have an amazing range of touring and driving opportunities. You can enjoy significant geography changes from the Badlands in the east to the Black Hills and Rapid City in the center to the natural Devil's Tower in the west.

Here are a few of many things you can choose from when you come to ***Escape 2015***:

- Great tourist attractions, tours, drives and group activities in a limitless variety of geographies with scenic touring and enthusiastic driving in ever-changing geography and on some very hilly, twisty roads
- Eight or more organized drives and activities to select from each of the 3 days
- An informal car show competing in a beautiful park where participants select winners
- Technical classes with leaders from a variety of Porsche backgrounds

With everything available in the Black Hills area and Rapid City, this ***Escape*** offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the escape2015.pca.org website. Registration will open in July shortly after the Parade in French Lick, Indiana.

Put *Escape 2015* on your calendar now and come to the Black Hills October 1-3.

Jim & Arlyce Lillegaard, Co-Chairs
[lillescape15@gmail](mailto:lillescape15@gmail.com)

**Porsche Club of America – North Country Region
Porsche of Stratham
Annual Car Show to benefit the
Make-A-Wish Foundation of New Hampshire**



Bring your family and invite your friends to cast their vote for some of the finest sports cars in the area.

Saturday, August 29, 2015 from 11:00 to 1:30 – rain or shine (registration opens at 10:30)

Porsche of Stratham, 60 Portsmouth Ave. (Rte. 33), Stratham, NH

Donation: \$20 for each car displayed (Cash, VISA, or MasterCard). No charge for general admission

Trophies awarded for best Porsche by decade; and best British, Italian, American, and non-Porsche German sports cars.

Special People's Choice award honoring Harry Dean Robinson



**Lunch served by Kathy's Kitchen – \$5 (proceeds to MAW), under 12 free
Music, 50-50 raffle plus an ice cream run to Lagos Rte 1 Rye, NH after the show**

For more information contact:

Social@ncr-pca.org or Vice-President@ncr-pca.org

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