

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 35 Number 12

December 2012

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NCR Banquet 2012

NCR Fall Get A Way

Northern European Automotive Open House

David and Tracey finish their term as Editors



Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.

- * CHANGE THE OIL AND FILTER**
- * FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- * CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- * OVERINFLATE THE TIRES TO 50%**
- * LEAVE THE WINDOWS OPEN 1 INCH**
- * INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- * LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- * WASH AND DRY THE CAR**
- * APPLY A FRESH COAT OF WAX**
- * REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- * MOVE THE CAR TO A DRY LOCATION FOR STORAGE**

PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.



epe.com/musings

Northern European Automotive, Inc.

Central New Hampshire's independent full service
Porsche facility

N.E.A. Founder Tim McLean has partnered up with friend and NCR/PCA member Steve Robbins. As a new owner and General Manager, Steve will focus on client service and business development.

“I joined Tim because our new 8,000 square foot state of the art facility, central location, advanced training, and massive technology investment is prepared to provide exceptional automotive tuning, repair, and maintenance to the Capitol Region and beyond. We have started the process of creating a very special destination for our fellow automotive enthusiasts. Please stop by to see the difference.”



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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 52 for advertising rates.

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PORSCHE CLUB OF AMERICA
December 2012

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On the cover

The year has gone by faster than expected. And come time for a December cover to be found we realized we did not have one. But Ivy had an idea ... why not put our editors on the cover and have a little fun with the shoot. The photographer thought it would be fun to involve artist friend Bon Periale too and this would have three of his favorite colleagues all involved in the photo. So here you have it: Idea from Ivy, photography by the Nikon on the timer delay, David and Tracey as subjects, and compositing by Bon Periale.

Photograph by David's Nikon on timer delay.



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December 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
December 11	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
December 14	Deadline for 2013 Budgets	N/A		Gordon Jackson treasurer@ncr-pca.org
December 15	Deadline for Jan Northlander	N/A	N/A	ncrnorthlander@ncr-pca. org
January 27	Annual Luncheon/ Yankee Swap	TBA	Noon	Ivy Cowles social@ncr-pca.org

Please note: calendar information is correct at the time of *Northlander* going to press but for the latest information you should check our web site: www.ncr-pca.org



Jay Gratton **The Rolling Chicane**

I truly do believe that North Country Region is the greatest region in PCA ...

"Wow, who would have think it? If someone would have told me back in 1988 when I joined North Country at the youthful age of 10 that I would someday be the VP, I would have giggled my little pre-teen giggle at them. Here I am, 20 years later, as NCR's newest VP; needless to say it has been a wild ride."

Those were the words I wrote back in December 2008 in my first article as the newly elected vice president of NCR. Now here I am four years later writing my last article for the *Northlander* as your president. Being the president of North Country Region has been my honor and privilege. I have traveled all over the country to PCA events and nothing makes me more proud as an NCR member and as your president when I hear from other PCA folks how we have the greatest region. While my goal is never to come off as arrogant, I frequently find myself saying "I know."

I truly do believe that North Country Region is the greatest region in PCA. I know we offer a staggering number of high quality events to our 520+ members. I know we have the most dedicated, generous and enthusiastic board members, committee chairs and countless volunteers who never get the credit they deserve. My article would quickly turn into a dissertation if I tried to thank them all individually, so to each and every one of you in North Country who has ever stepped up and given back to your region I thank you. You have all made my job easier and a pleasure!

However, since this is my swan song, I will thank a few people who went above and beyond with supporting me, helping me and encouraging me. First and foremost, I have to thank NCR's First Lady for her complete understanding and patients with me the past four years. You are the most gracious, gorgeous and supportive wife a husband could hope for and I love you. To Judy Hendrickson and Ellen Beck, thank you for the education and push onto this wild ride. To my parents, my Uncle Steve, Uncle Mike, Aunt Biff and Aunt Ann; a big thank you and I love you for always being my first volunteers even when you didn't actually volunteer. You six are the best! To my "other" First Lady of North Country, Mrs. Ivy Cowles for always being

my guide and the most generous person in NCR. Finally, to my Vice Kiser, you and I have been there and done it all, Matt. We have come a long way from me teaching you how to drive my 914 behind Shaw's in Derry the night before your first autocross fifteen years ago. I wouldn't have made it one day over the past four years without you.

As I bring my final article to a close, I want to give three more shout outs of thanks. First is to David and Tracey for giving me this incredible column every month to communicate and hopefully entertain our members with my slightly "unique" sense of humor. You two along with the rest of your *Northlander* team really do put out the best newsletter in PCA. Finally, I want to thank you all, my 520+ friends who make up North Country Region. Nothing gives me more pleasure than to have one of you come up to me for the first time at an event and start a conversation off with a topic I covered in one of my articles. Being your president has given me an opportunity to not only meet some amazing people, but to make some lifelong friends in the process. So it is with that and for the final time, I wish you all the best and please make 2013 the best year yet for NCR by getting involved and staying involved and as always....Drive safely! Best wishes - Jay



David Churcher

I want to say a collective thank you to the members and non members who have contributed, read and complemented us on *Northlander*. It makes all the work we did worth it.

Once upon a time, in a land far away, as I was growing up I was taught some lessons in decision making. Essentially, they told me, there are limited choices and you can have A or B but not both without a compromise being made. Some years later college business courses refined this with decision matrix and point systems. But essentially it was the same process ... divided attention means compromise.

The above does relate to *Northlander* and the decision Tracey and I made to step down. It's been a long time and we have had a blast. Some other parts of life for both of us have received less attention than they deserve while we maintained our goals for *Northlander*. But rather than compromise on *Northlander* we have decided to give it a rest and see it go to capable hands. That act alone was a project too. We would not let go if we felt we could not. And that brings up another point about project management.

To have a successful project one must have the right colleagues and a bit of luck too. To paraphrase Leonard Bernstein: to have a successful project one must have a plan and not quite enough time. We certainly have had what Bernstein describes and I must say from my personal point of view I have had the luck and the right colleagues. I will tell you who they are too ... Tracey, Ivy, and Bon. The cooperation, humor, and hard work they have shared is amazing. I have never seen such an example in the four countries I have lived in and certainly not in engineering. :-)

In the recent months I have been receiving many compliments on *Northlander* and the photography. And I accept these compliments without hesitation. Maybe I feel a little guilty because I sense a fear people think *Northlander* might change. Well, it might change with improvements. It won't change for the worse. And Tracey and I are not disappearing. We will be contributors. And we are so happy to see Ivy and Hank take over. The *Northlander* is in good hands.



Tracey Levasseur

Change. No one hates it as much as me. I think this is because while growing up most of the changes in my life were negative. I'm sure some psychiatrist would say that those changes of my youth seemed negative because those around me didn't make the experience into something more positive. Whatever the reason, I always viewed any deviation from the status quo with anxiety and dread.

Slowly I've learned to accept change and try really hard to see the benefits of it. Recently I stepped down from another editor position I had held in my kennel club for 13 years. As much as I dreaded handing over that newsletter, I knew I had to take a break. What I dreaded most was that it would not get done the way I'd done it for all those years. But to my relief the new editor took the newsletter to new levels with very little asking me for help. I was also the webmaster for this same club and another member took that position from me. She cleaned, simplified and modernized the site like I could not do due to lack of time. That was a more radical change than the newsletter but I sat back and told myself: it looks great and it's for the good of the club.

Both cases in which I stepped away from positions I'd held for a long time (I was webmaster for 10 years) were taken over by capable members with fresh ideas and enthusiasm. That makes the transition so much easier for those of us stepping down. It also makes it easier for membership to get used to the change.

David and I are ready for this changing of the guard at *Northlander*. But we're confident that Hank and Ivy Cowles stepping into our shoes, after many years of collaborating with us to make *Northlander* what it is today, will be a smooth transition for us as well as you the members. You may never even know we left!

I want to say a collective thank you to the members and non members who have contributed, read and complemented us on *Northlander*. It makes all the work we did worth it.

MEMBERSHIP



Janet Quintero

My apologies to the following long-standing members; they were inadvertently omitted from my November 2012 membership column:

20 Years

Peter Gerbino
Debi Gerbino
Merrimack, NH – 1987 944T

Sidney Wilde
Hali Wilde
Fort Lauderdale, FL – 1979 SC

40 Years

Leonard Cummings
Susan Paszkiewicz
Stow, MA – 1970 914-6

New Members:

John Bachhuber
Bedford, NH – 2009 911

Alyson Kelly
Concord, NH – 1999 996
Transferred from Metropolitan, NY Region, Joined PCA
9/1/1996

Bill Meyer
Penny Meyer
New Durham, NH – 1986 Carrera
Transferred from Arizona Region

Andrew Seward
New London, NH – 1968 911
Transferred from Potomac Region; Joined PCA 3/1/99

Greg Wood
Chip Wood
Marlborough, MA – 1985 944

Member Anniversaries:

1 Year

Dave Braun
Michelle Porter
Center Tuftonboro, NH – 1986 911

Chris Hubert
Kathleen Hubert
Pelham, NH – 1999 Boxster

Pete Kawonczyk
Jefferson, NH – 1983 911

Peter LeSaffre
George Denoncourt
Rye, NH – 1957 356A

Mike Quinton
Keene, NH – 2007 Boxster S

Eric Roux
Atkinson, NH – 2011 Panamera

2 Years

Russell Fanelli
Troy, NH – 2000 911

Timothy Kachel
Lawrence, MA – 1988 911 Roadster

Jerry Kaiser
Ryan Kaiser
Greenland, NH – 2002 996 Turbo

Joe St. Martin
Susan St. Martin
Exeter, NH – 2009 911 Carrera 4S

15 Years

Tom Brassard
Susan Brassard
South Burlington, VT – 1984 911

Mike Eisenberg
James Eisenberg
Melrose, MA – 1988 944

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



Matt Romanowski **WIDE OPEN**

Even with all of these great folks, NCR still needs some more volunteers ...

I can't believe we have already had a whole year pass. It seems like just a couple of weeks ago NCR was having the annual planning meeting and laying out our events. We started with a few DE dates, a bunch of autocrosses, filled in some rallies, added lots of socials, put in a car show or two, then some of the other events we were planning on. A few Zone events and DE and autocross events from our southern neighbors Northeast Region, and there weren't many open time slots. There were over 60 days on the calendar for just NCR, not counting the out of region events.

With our great group of volunteers, we started putting on the great events. Great turnouts were had everywhere starting with our tech sessions and then moving into the spring rally, first DE, first autocross, socials and more. NCR kept on rolling through the year, having great events and bringing more and more people out. It turned out to be a fantastic year with well attended activities and lots of fun had by all.

With that review, we're starting the process over again for 2013. Mark Watson has secured our DE dates with NHMS and is working with Lime Rock for September. Joe Kraetsch is working with Devens to get us our autocross dates. Bob Futterer has long been at work putting together a great winter tech season. Add in people working on the rest of our events and it looks like 2013 is going to be another banner year.

I'm excited that along with Gordon Jackson joining the NCR Board as treasurer, we have his wife Carolyn joining in planning social events. I'm excited to work with both of them and to see how Carolyn will add on to the great program that Rich Willey has put together. It will also be great to continue working with JJ Dunkle as secretary and work with Rich Willey in a new capacity as VP. I'm sure Rich will be able to fill my shoes without trouble and be a great voice on the NCR board.

We have also started budgeting for 2013. NCR is lucky to have a strong treasury that helps us put on our events for the year. All of our programs this year contributed to increasing our reserves which allow us to do more and more every year. And with the

great guidance of outgoing treasurer Lisa Roche we know that we are completely up to date with all of our tax returns and filings. Lisa has really done a great job getting the club's accounts into Quickbooks and setting NCR up for a long period of easy accounting. I'm sure Gordon is going to appreciate (along with the rest of us) all of Lisa's hard work and organization.

Even with all of these great folks, NCR still needs some more volunteers. Looking ahead, we still have to fill a few event chair positions. We need someone to help put on the summer and fall rallies, to help with social events and the ice cream runs. All of these events are fun to put together and the club can offer lots of help. We have a number of people who have put together events in the past that are more than willing to give advice, pointers and help for anyone who hasn't put an event together before. Personally, I think I've had more fun putting a couple of rallies together with Jay than I have running rallies!

The big position we still have to fill is the job of Northlander editor. David and Tracey have done a great job for a number of years, but are stepping down with this issue. Hank and Ivy Cowles have graciously stepped up to be interim editors, but we need to find someone on a permanent basis. This is a job that is critical to the club and needs to be filled ASAP. If anyone is interested in helping in any way, please let someone on the board know and we'll explore the possibilities.

Finally, I want to thank Jay Gratton for two great years of being President. Jay has done a fantastic job of guiding the club through all of our events and continuing the high quality that NCR is known for. In fact, I would say with his team of folks, he has set the bar even higher for us to continue on.

Here's to a great 2013!



Mark Watson **MY SPIN ON THINGS**

Speaking of 2013, we have DE dates for our NHMS events so mark them on your calendar:

April 13 & 14, May 27 & 28 and October 10 & 11 ...

I am starting this article in the Spokane airport and plan to finish it after our annual banquet. It is going to be a couple of days late but I hope David and Tracey can once again give me a bit of a grace period. I really want to capture the DE portion of the banquet as close to the event as possible.

So where to start – I am happy to report that PCA has a new member - the CEO of the company I have been working with for the past few months here in Spokane. About a month ago, Marcelo sent me an e-mail and told me he was thinking of buying a Porsche and asked if I had any suggestions of things to watch out for during his search. I sent him my Pre-Purchase Inspection (PPI) list and references to several books on buying used Porsches. I also was able to find and send him a copy of the 2012 Porsche Buyer's Guide published as a supplement to **Excellence –The Magazine About Porsche**. A couple of weeks later he was the proud owner of a Black on Black 2002 Turbo. It was a local car owned by a 29 year old (where do these kids get the \$'s for such cars?). It is a low mileage car in very good condition and after a positive PPI, he became the second owner. I saw the car just the other day and I think he got a great deal. Now all I need to do is figure out how to get him on the track. Based on his personality and love of cars, I think he'll be hooked once he experiences what an awesome machine he has at his disposal. There aren't a lot of tracks in the Spokane area but I have found a couple of roads that would be a great drive in a well set up Turbo. Unfortunately it snowed later in the week and before I could get a ride, the car went into the garage for the winter. Maybe in the spring.....

Speaking of winter, there is a two part series on 'Prepping Your Porsche for Winter' that is being published in **9magazine**. Part 1 is on driving and here are a couple of tips from the article:

- ✓ Give yourself more time to get to your destination and brake earlier
- ✓ Consider replacing your 'all season tires' with proper winter tires
- ✓ Prepare and carry an emergency kit – blanket, jumper

cables, flashlight, extra batteries, tire chains, first aid kit, small knife, flares, energy bars, small shovel, waterproof winter gloves, an ice scraper and a bag of sand or kitty litter for traction.

- ✓ Take the car to the shop for some preventative maintenance – check the condition of your braking system, check the condition of your battery, replace worn out windshield wipers and coat your rubber seals, gaskets and weather stripping with a thin coat of a rubber care product to keep them from getting brittle and to prevent the gaskets from freezing your doors shut.
- ✓ Match your oil to the temperature range you expect to encounter. Talk to your mechanic if you have any questions.

There are a couple of additional tips but why don't you go to the website and read the entire article at 9magazine.com. FYI, Part 2 is on storage.

Okay - just back from the banquet and as promised here is an overview:

- DE Committee was half present due to numerous injuries and commitments so I will take this opportunity to tell them what a great job they did this year and to tell them how thankful I am for all their support during my travels and missed events.
- We ran a Car Control Clinic with over 50 attendees, three events at NHMS with a total attendance of 480 and one event at Lime Rock with an attendance of 147.
- Our Make-a-Wish event was one of the best ever.
- The DE Enthusiast for 2012 is Mike Gratton.
- The Instructor of the Year for 2012 is Jay Gratton.
- JJ Dunkle and Paul Hohensee each won a free DE day at NHMS for the 2013 season.

There were lots of other awards and recognitions that were made and I am sure you will read about many of those in other articles. If you missed the banquet this year, make sure you don't repeat in 2013.

Speaking of 2013, we have DE dates for our NHMS events so mark them on your calendar:

April 13 & 14, May 27 & 28 and October 10 & 11. I will keep you updated as we find out our Lime Rock dates and those for the Northeast Region.

Also, NER is running their Driver Education Ground School on Sunday, February 24. It is a great way to hear what attracts so many drivers to the PCA Driver Education program, learn about

some safety equipment and most importantly meet some like minded people. Even though this is sponsored by the Northeast Region, NCR members are welcome to attend. Look for a description of the event and registration information elsewhere in the *Northlander*. The event fills up quickly so register early! In closing, I would like to thank everyone who supported the North Country Region DE program this year for your participation, high safety standards and excellent behavior. Your DE Team will continue our efforts to make our program safe, fun and educational for everyone who comes to the track.

Please stay safe until we see you at one of the many winter tech sessions that are planned. Feel free to e-mail me at de@ncr-pca.org with questions, comments, suggestions and please remember to thank your DE Team next time you see them.

All the best from your 2012 DE Team:

John Lussier – Registrar

John Dunkle – Chief Instructor

Lisa Roche – On site Registration

Judy Hendrickson – CI Assistant

Joe Kraetsch – On site Registration

Tom Harris – Instructor Development

Brian Arenstam – Track Ops

Doug Mcininch – Instructor Development

Edgar Broadhead – Safety

Toni Surdam – Track Cuisine

Mark Nadler – Safety

Matt Romanowski – Driver Development

Mark Watson – Track Chair

NE ver Education Ground School

Sunday, February 24th @ 10:00am, Hosted by HMS Motorsport

Ladies, gentlemen and younger drivers.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending NER's Driver Education Ground School on Sunday, February 24th. This is NER's annual classroom-based introduction to our Driver Education program again is being graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers MA. Directions can be found at www.hmsmotorsport.com.

PCA's Driver Education program is the most popular activity offered by PCA and NER's events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory if all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us at the Ground School. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 24th is a Sunday in mid-winter, but before you know it your fellow Porsche fanatics will be completing laps on world-class tracks next spring while you're fertilizing the lawn wishing you'd taken us up on this offer.

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email stevegt3@porschenet.com.

Who should attend?

Anyone interested in learning about our 2013 Driver Education program and improving their driving.

While everyone is welcomed to register for NER's 2013 Ground School, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2013 Driver Education Ground School at HMS Motorsport Sunday, Feb 24th @ 10am

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

Cost: Early registration (must be postmarked by January 31st)- \$10 per person

Late/Onsite registration - \$20 per person

Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803



<p><i>Season's Greetings</i></p> <p>from the CPI staff</p> <p>CONSUMER PROFILES, Inc. DIGITAL PRINT / FULFILLMENT</p>	 <p>603-742-4000</p>
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Judy Hendrickson **LOOKING BACK**

December 2012 . . . WOW! Where does the time go!? Another year is nearly in the books and NCR is about to begin its 35th year ...

December 2012 . . . WOW! Where does the time go!? Another year is nearly in the books and NCR is about to begin its 35th year, celebrating its 35th anniversary this coming February. Boy, do I feel "old" having been around all of those 35 years.

Much has changed, but what is the same is the warm feeling of family and friends that is this region's proud reputation. Congratulations NCR . . . keep up the good work.

For this month's Looking Back I've chosen a 1992 article on "Winter Vehicle Storage" updated to current times where needed and a 2002 article on "Setting the Cam Timing on a 911" (air-cooled variety) for those aspiring do it yourselfers out there who might be contemplating a winter project.

From Volume XV, Number 6, November/December 1992



Cover photo of "Witch" Oliver by Doug Hendrickson

WINTER VEHICLE STORAGE

PCNA TECHNICAL BULLETIN (With notes from your editor who has stored his 914-6 during the winters since 1975, with no problems.)

Clean vehicle thoroughly inside and out. Clean engine and engine compartment. Undercarriage and chassis components should be free of dirt and salt deposits. If required, apply cosmoline to undercarriage. (This should not be required for simple seasonal storage. ed) Caution: Do not apply cosmoline to brake system components.

Fuel Tank: Fill up fuel tank. (Add fuel stabilizer, use the blue STABIL versus red, find at auto parts stores.)

Tires: Increase the tire pressure to 4 bars (58 psi). (I never put more than 50 in mine and I put carpet scraps under each tire.) It is not recommended to lift the vehicle, due to the possibility of corrosion on shock absorber pistons. (Koni's, in particular, do not like to hang.) The vehicle should be moved slightly, approximately every 4 weeks, to prevent flat spots on the tires.

Climate Control: The air conditioning system should be in good working condition and fully charged.

Engine, water cooled: Check antifreeze concentration and correct if necessary.

Engine: Change oil and filter. Run the engine for several minutes. Spray cold engine with corrosion inhibitor (WD-40). (Do NOT spray it on the exhaust system or belts.) If the vehicle remains in storage for more than 3 months, remove spark plugs and disconnect coil wire(s) from distributor cap(s). Ground the coil wire using jumper cable(s). Squirt 3-5cm engine oil into each combustion chamber. Reinstall spark plugs and torque to 25-30 NM (18-22 ft lbs). Do not connect spark plug wires. Crank engine for 5-8 seconds. Do not operate gas pedal. Connect spark plug and coil wires. Do not operate engine until vehicle's put back into service. (I have not found this extended procedure necessary for our extended - longer than 3 months

– winters, but it is appropriate for storage longer than 5/6 months.)

Windshield/Headlight Washer: Check and fill antifreeze/cleaning fluid level as necessary.

Electric: The battery should be removed from the vehicle and stored in a cool, dry place, not on a cement floor. Recharge battery every 3 months. If the battery remains in the vehicle with cables connected, it is necessary to check, remove and recharge the battery every 2-3 weeks. Do not fast charge batteries. (I find leaving the battery in the car with a trickle charger/battery maintainer hooked up works fine).

Vehicle Interior: The interior must be dry, especially in the area of the floor carpet. The use of drying agents (Silica-Gel) is recommended in vehicles with leather interior and in areas with high humidity. The recommended amount is 3 fabric bags of 500 grams each placed on the floor carpets. Windows, doors, lids and top must be closed. (We only close ours to the first click versus tight to preclude the seals from cracking.) On cars with manual heating/ventilation systems, air flaps should be open. (Experience dictates that you should tape up exhaust and other vent openings on the exterior to keep mice from building nests.)

Brakes and Shifting: Brake discs and brake pads should be completely dry to prevent corrosion. Do not apply hand brake. Engage a gear on cars with manual transmission to move the shift rod all the way into the transmission to prevent rod corrosion.

Vehicles Stored Outdoors in Direct Sunlight: Precautions should be taken to prevent sunlight from entering the cars interior. Cover glass.

Putting Vehicle Back In Service: Remove intake duct and tailpipe sealing. Check for nesting creatures under the hood and evidence of fluid leaks under the car. Install battery. Start engine. Do not depress the accelerator pedal. Do not run engine at high RPM during warm up. Should the engine not start after two starting attempts, remove spark plugs and check for oil deposits. If necessary, clean or replace plugs. Caution: Do not crank engine with spark plugs removed. Switch on A/C at idle RPM and check state of charge. Correct if necessary. Adjust tire pressure as specified. Caution: Brakes may not have the highest possible braking efficiency after long storage. Apply brakes several times at low road speed.

From Volume XXV, Number 12, December 2002



SETTING THE TIMING ON A 911

BY JOHN DUNKLE

Let's face it - one of the most harrowing tasks in rebuilding a Porsche 911 engine, is setting the cam timing. That being said, once the "theory" of what you are doing is understood, this task can not only be fun but allows you to be the "Walter Mitty Porsche Certified Mechanic" that many of us imagine we might well be.

What cam timing accomplishes is to time the opening of the valve with the stroke of the pistons. If cam timing is off, either performance is lost in the best case - and in the worst case, the valves will try to occupy the same space as the piston at the same time. Neither scenario is acceptable. Therefore, when the camshafts are removed, heads rebuilt or the timing chains are renewed - or the OEM setting disturbed - it is critical to reset the cam and valve timing.

In Photo 1, (following page) you will see the heads and cam carrier from my recent '87 911 3.2. Mark Nadler, at EXOTECH (an NCR advertiser and TECH Session host later this year), did a terrific job rebuilding these heads, and after installing the heads, cam carriers (one per side), camshafts, timing chains and tensioners you are set to begin.

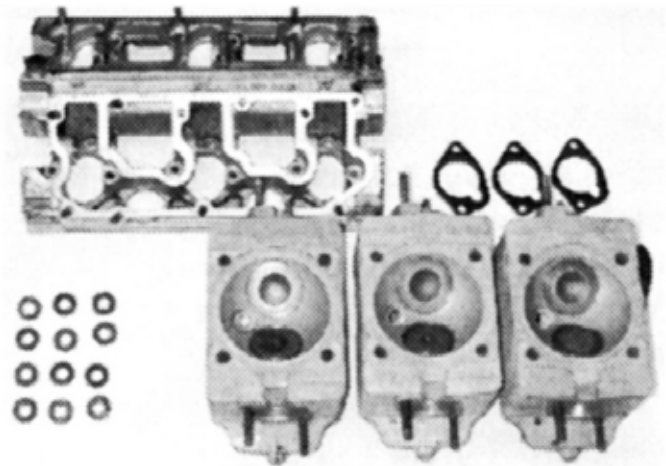


Photo 1

First - the engine must be at TDC and the cams properly oriented. By orientation either the peen mark or the "930" on the end of the cams must be topmost - and TDC must be at the # 1 cylinder - aligning the crank pulley notch with the seam on the engine case. Don't forget that the crank pulley has two rotations for two TDC's (Z I marks), those for cylinder # 1 and the second for cylinder #4. Be sure you are at TDC on the #1 cylinder.

Second - when you are at TDC on 1 and the correct orientation of the cams has been set - install the cam teeth gears, timing chains and allow the tensioners to expand by releasing their retaining pins. Now, temporarily put the dowel pins of both cams into the hole that seems to line up the best for right now (you will be pulling these to set the timing - but more on that in a moment). Your project should look like Photos #2 and #3 - where the cam carrier is attached, and the cams and rockers are set to be installed in Photo #2 and completed in Photo #3.

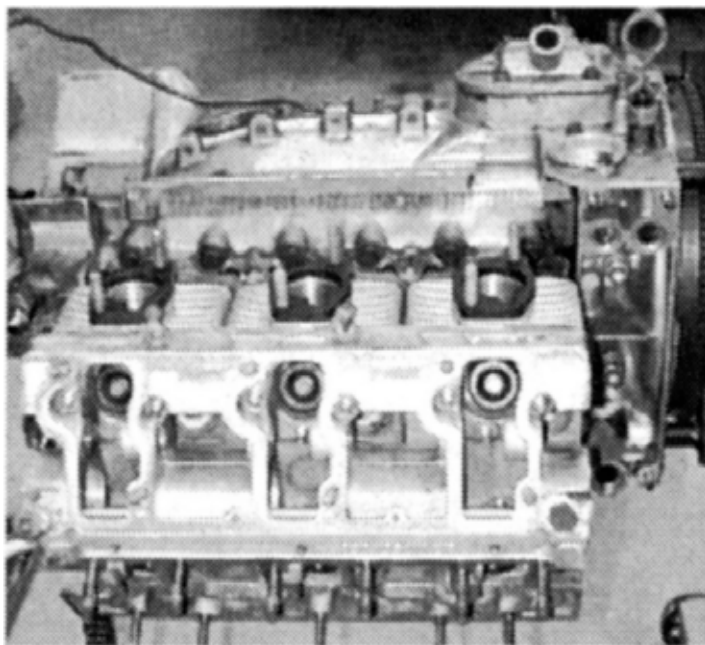


Photo 2

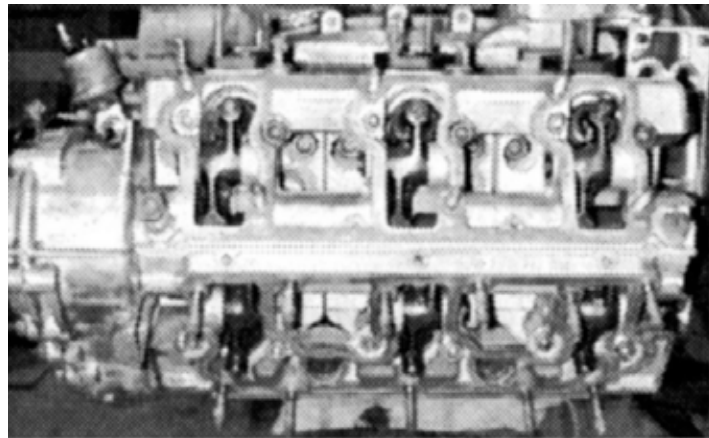


Photo 3

Third - install at least the intake rocker and rocker shaft for cylinders #1 and #4 and adjust the valve clearance to specification.

Fourth - you will need a dial gauge which reads in either turn or inches (to the thousandths) and attach the holding block of the gauge to the valve cover stud just above the #1 intake valve spring. For the gauge itself, preload it by about 10 mm, and set it against the valve spring retainer for the #1 cylinder. Photo #4 shows this set up on the left hand bank (cylinders 1-3) on the intake of cylinder #1.

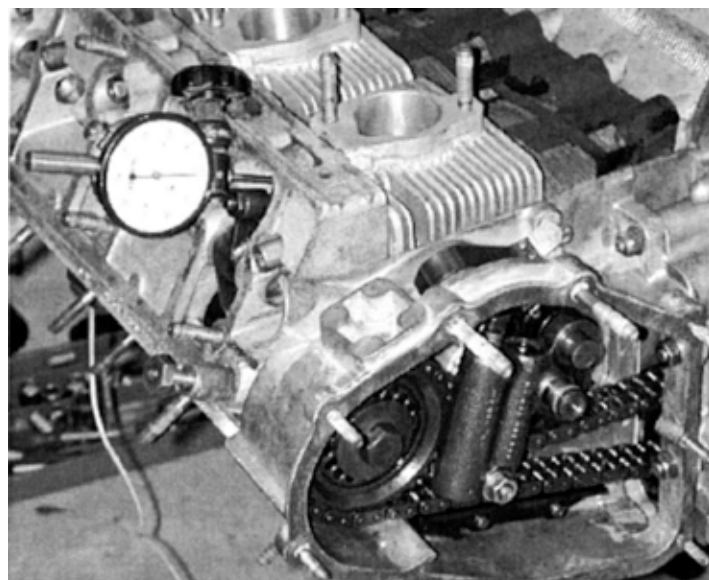


Photo 4 - Dial Gauge in place on the cover stud, with the gauge pin resting on the valve spring retainer. Preload the gauge by about 10mm.

Fifth - turn the crank- **slowly** one full revolution - and STOP when the dial gauge reads the proper measurement (which should be close to one full turn). On my engine the proper measurement is 1.25mm (or 0.049213 inches). Without disturbing the cam, remove the dowel pin from the cam toothed gear with either the Porsche Special tool or the threaded head of an old spark plug. Now, rotate the crank pulley slowly back or forward a few degrees to TDC to align the notch of the pulley with the engine case seam. Now, reinstall the cam gear dowel in the hole which best lines up with the new setting.

Sixth - repeat step five until the desired measurement is achieved and by moving the dowel pin only one hole, you'll find your measurement gets moved a few thousandths of an inch or a hundredths of a mm either way. Be patient and wait until your measurements are consistent between each reading.

Seventh - repeat the process for the right side cam using intake of cylinder #4 - but don't forget to take your measurement from TDC on the #4 cylinder.

Now - you should be set! A couple of comments — **you MUST look up the specs for your engine- I used the settings for a 3.2 as an example only.**



NCR 2012 Fall Get A Way

A Photo Spread From Attendees



Pages 18 and 19 photographs by Don and Sabra McBride

The Fall Get A Way clearly was a great success and a great weekend. The editors missed it, and we do not have any text of stories we can include here. But we do have a selection of photographs from a few members who did attend. Perhaps, once again, we are showing there is a lot of hidden talent in NCR ... photographic talent ... we need a few more colleagues to put pen to paper (well, use a word processor if you wish) ... we need your material.



Hallo, Northlander

I'm sending a bunch of pics I've been working on this last week...far fewer than I took, for sure. So not to collapse any one message, I'm sending it in a bunch of tranches.

The sequence has a "logic:" First, at and around the Wentworth and Jackson, where we stayed; then, on a Saturday tour to Diana's baths; then the visit to the auto museum...completed with a group pic (except, as you're all-too-aware, for the photographer).

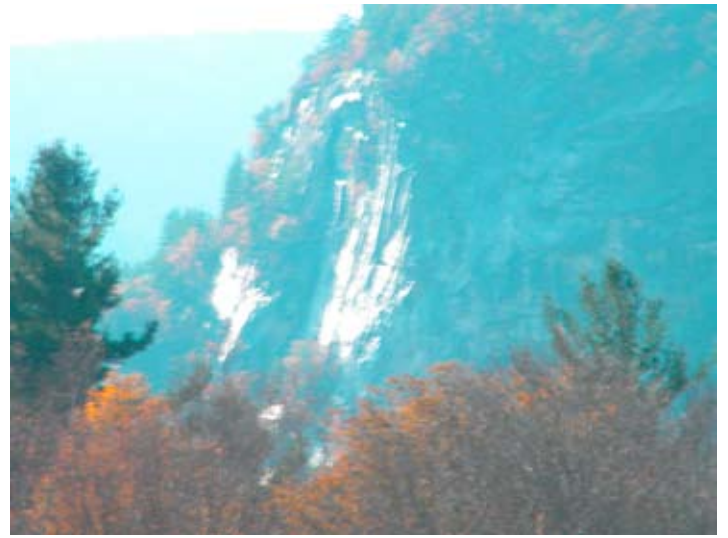
Enjoy...and thank you for all you do for us.

Warmly,

Harv Ames







Photographs of Crystal Falls off Tuckerman's Trail and Whitehorse Ledge in North Conway by Jack Saunders. Whitehorse is one of Jack's climbing venues.

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AiM Tech Session

November 2 & 3, 2012

Photographs by David Churcher

Story by Bob Futterer



He's Back!

Roger Caddell from "AIM SPORTS LLC" <http://www.aimsports.com> was back again this past November 3 & 4, at Porsche of Stratham, to give yet another great tech session, explaining his company's data acquisition systems.

We had approximately 25-30 members and guests over the two days.

Saturday's session started with Roger explaining how the information is collected, using GPS signals, then how the AIM products take that information and turn it into a great diagnostic tool for our cars.

After learning some of the basics, Roger went into the many ways to use track position, speed, braking and time, to help understand what your car is doing. This information can be shown in many forms: graphs, minimums/maximums, and averages. This way you can pinpoint what your car is doing or not doing correctly.

Sunday's session was a little more advanced, catering to people that had a little more experience working with an acquisition system. Roger spent a lot of time taking question and dealing with different problems that people asked about.

For the ones that could not make it this time, we will be having Roger back this spring in March. We will be doing another 2-day session on March 2 & 3. The Saturday session will be another advanced session. Sunday session will be on AIM's new autocross software.



Roger Caddell presented two days filled with material, examples, reference publications, and one on one conversations.

Jerry Austin was visiting NH from Florida and noted how cold it was up here in NH. Jerry also presented information on AiM as a nice compliment to Roger's presentation.



Sometimes the photographer likes to play at being a paparazzi and get a few candid of his colleagues and club members.

Above: Akira and Roger are deep into conversation and hand gestures to emphasize the point.

Below: As we go to press we don't have confirmed names for our subjects ... but we understand from a reliable source this is Bob and Woody of NCR deep into the AiM material.





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NCR 2012 Annual Banquet

November 17, 2012

Story by Rich Willey

Photographs by David Churcher



It was my pleasure to be the master of ceremonies for NCR's annual banquet again this year. Arriving early to set up, Marilyn and I found Edgar and Nancy already there ready to hang up banners celebrating various NCR milestones. As tables were being decorated and door prizes arranged the restaurant was soon full of NCRers and guests, about 70 people in all.

Ivy kicked off the night by presenting Make-a-Wish representatives Dave Parker and Jon Palmer with a check for \$8800, which was more than they expected and warmly received.

The 2013 elected BOD members were then introduced. Matt Romanowski – president, Rich Willey – vice president, JJ Dunkle – recording secretary, and Gordon Jackson – treasurer. Thanks fellas, for volunteering to lead us in 2013.

As dinner progressed and door prizes were handed out, we shifted to annual awards.

First up were Mark Watson and Judy Hendrickson to present the DE awards.

DE Enthusiast of the Year - Mike Gratton
Instructor of the Year - Jay Gratton

Next were autocross awards presented by Lisa Roche and pinch hitting for Joe, Oliver Lucier.

John MacDonald Most Improved Driver - Ed Moschella
Worker of the Year – Chris Ryan
Top Driver of the Year – Ollie Lucier
Top Lady Driver of the Year – Lisa Roche

To complete the autocross awards as well as recognize him for a multitude of achievements, Jack Saunders was presented a Lifetime Achievement Award and his favorite "loaner" helmet was decorated and presented as his personal helmet. A cake commemorating Jack's 90th birthday and a special *Northlander*

issue highlighting Jack's NCR contributions were also presented. Well done, Jack.

Next up was Doug McIninch with the Mario Spaghetti Award for dubious achievement at a DE event. The award was dormant last year so there was much anticipation as Doug began the announcement. Always the showman, Doug had two awards this year. First was the "Hank Cowles Proper Hand Signal for Passing" award. This was presented to Kristin Allen who, shall we say, made a unique and unmistakable modification to the "pass on the left" hand signal, which she employed every time husband Steve passed her this year.

Doug then asked for a vote among three choices for the Mario Spaghetti Award and the winners were Mike Dunavin assisted by Paul Jacques who were seen putting brake pads on backwards (backing plate toward the rotor) on one wheel while putting pads on the other wheel correctly. They then proceeded to drive the car in the next session and not notice the difference. WOW!! Seems the award was richly deserved.

David and Tracey were then recognized for their many years of hard work and dedication in creating and editing our award winning monthly magazine, *Northlander*. They will be greatly missed.

The last award of the evening was the Doug Hendrickson NCR Enthusiast of the Year award. The recipient is chosen by the prior three winners, so Joe, Ivy and I had the pleasure of presenting Jay Gratton the award for 2012. Since neither Jay nor the audience knew of the winner beforehand, it was great to see him completely surprised and warmly recognized by NCR.

And so the banquet and year came to a close. A terrific year for me personally and I expect for those NCR members who participated in DE, autocross, social events, tech sessions, rallies, tours and car shows during 2012. Hope to see you all at an event in 2013.





Pages 28 and 30: the social time with nibbles and sips before the dinner and presentations.

Page 29: A highlight of the evening was the check presentation to Make-A-Wish.





DE presentations included Jay Gratton Instructor Of The Year and Mike Gratton for DE Enthusiast Of The Year.



Ollie stepped in for Joe and made the presentations for Autocross. Jack Saunders' 90th birthday was celebrated in NCR style with a presentation of his Northlander contributions ... and a delicious birthday cake.



Jay Gratton was awarded the Doug Hendrickson Enthusiast Of The Year award.

Ivy presented gift certificates to editors David and Tracey in thanks for their time as Northlander editors.





Doug McIninch presenting the Mario Spaghetti Award for dubious achievement at a DE event.





NCR's new 2013 officers: left to right Gordon Jackson (Treasurer), JJ Dunkle (Secretary), Jack Saunders (just posing), Matt Romanowski (President), and Rich Willey (Vice President).

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Keep an eye open for clearance items!!!





On a recent chilly November evening in Lyme, NH, a '74 Carrera waits in its stall for spring to arrive.

Mako Siato

On a rare occasion the editors receive a photograph like this. And it makes them smile. There is a lot of hidden (!) talent in NCR. Please! Share with us.



S-PX 6658



Winter DE ... Porsche DE in Finland. Photograph by Porsche



Zane

PORSCHE

JACK
SAUNDEF

NCR Singles Thanksgiving

Photographs by David Churcher



It's not too tough being single at Thanksgiving ... if you are a member of NCR. Above photograph is dinner at Chez Judy and it was preceded by nibbles and white wine, followed by pies and a very competitive round of a brain teaser card game. Joe may look a little tired but given the ordeal of the recent massive surgery he had he is in remarkable shape.



Nibbles included David's salmon and Lisa's stuffed (Italian sausage, Parmesan) mushrooms. Editor Tracey could not join us so editor David ate her share of the mushrooms.

Northern European - Open House December 1, 2012



It was a cold and bleak Saturday and our first real snow for the season but this did not prevent a good turnout for the Northern European Automotive open house and BBQ.

The USMC and Toys For Tots were there. And so was Santa. There seemed to be something strange about a BBQ being lit while there was snow under it. But ... this is New England ... snow is no excuse to not have a BBQ.



Clockwise from top left:

Host Steve Robbins with Santa and a USMC representative for Toys For Tots.

Don and Sabra McBride pose with Santa .

Kristin Allen asked Santa for a 911 C4 but said she would settle for a Boxster if the economy was tight

Some tiny folk are not sure about the man with the beard.

Two future ballerinas came to visit before the dance.

Page 42:

Who is that? ... And, ready for the season.

A Visit To Hilton Head

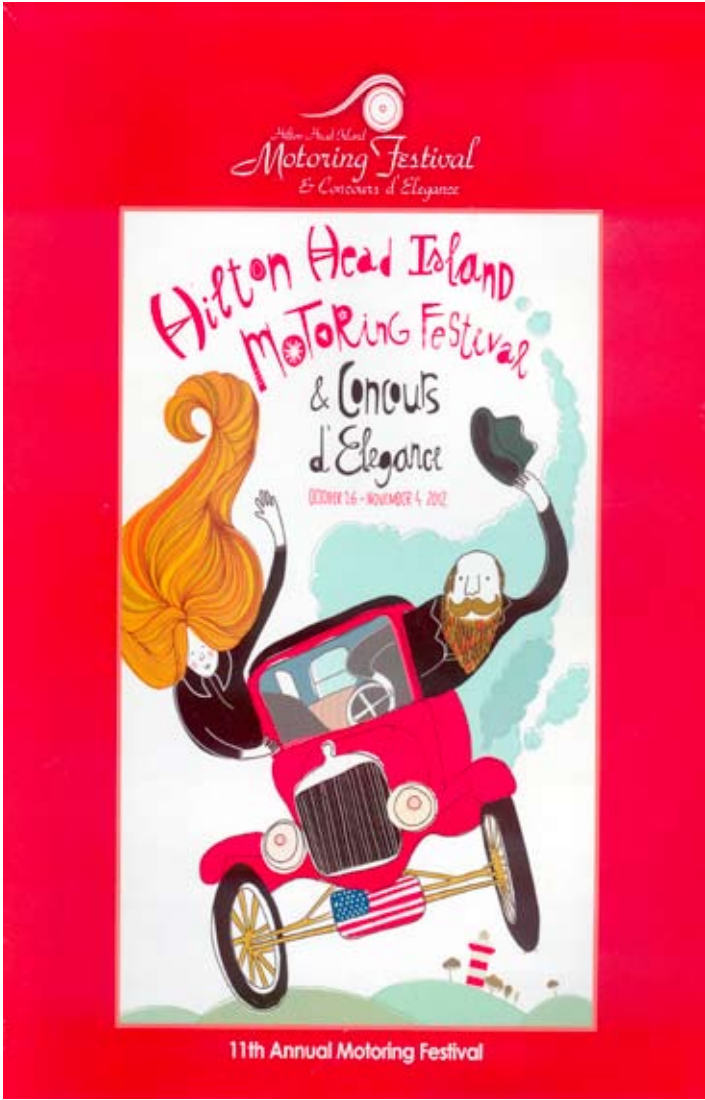
Don & Sabra McBride



Hi Northlander,

Sabra and I have just returned from a three week vacation in the south. While at Hilton Head we had the great pleasure of attending the Hilton Head Motoring Festival on Saturday November 3rd. Our GPS was confused that day and could not find the location. Fortunately we had visited Honey Horn Plantation the prior year. Difficult to hide 500 cars on an island. It was a glorious day with plenty of sun and a slight breeze, ideal for viewing well cared for collector cars. Here are a few photos of the event to share with your readers.

Don & Sabra





Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is NOT ALWAYS a free service.

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German Auto Service, Inc.	Maine	☎ 207-282-3013
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Exotech	New Hampshire	☎ 603-382-3599
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Series 900	New Hampshire	☎ 603-883-0090
Porsche of Nashua	New Hampshire	☎ 603-595-1707
Blair Talbot Motors	New Hampshire	☎ 603-740-9911
Precision Imports	New Hampshire	☎ 603-624-1113
AVA Restoration	New Hampshire	☎ 603-583-8910
ISP Motorsports	New Hampshire	☎ 603-477-9738
Continental Automotive Repair Service	New York	☎ 845-356-2277
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continues on page 50 ...

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Porsche race car by P. Hearsey - ZONE 1 class winner award
911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
356 Roadster at North Andover commons by Susanna Weber - NER region - class winner

All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435



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

1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email lLeonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

1980 911 SC white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

SALE: 1990 944-S2 Coupe Track/Street car - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.



WANTED: Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

ITEMS FOR SALE:



Cobra Evolution S fixed back race seat with head restraint. Has hole for 5/6 pt harness. We bought this for our Lemon car but due to our love of Chipotle some of us didn't fit. I have a 34" waist and it's perfect. It's a bit faded, not visually perfect but no rips or tears. The bolsters aren't worn. Seat only, no mounting brackets. Awesome seat, incredible amount of support. In Windham NH call Pete 603-505-0910 or email pgr928@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

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

Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.

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BTW



My friends Gudrun and Peter in Frankfurt sent me (Editor David) an email and a Porsche moment to share. I'll share it with NCR :-)

This is a pic specially for you!

A Porsche Exhibition in Linz/Austria.

We have been there in September, while visiting Philip, who is studying in Passau now.

Northlander advertising rates:

Back Cover ½ page - Color	
\$96.00/mo.	\$ 1152/yr.
Inside front cover: Permanent (non- rotating)	
\$125.00/mo.	\$ 1500/yr.
Inside back cover: Permanent (non-rotating)	
\$125.00/mo.	\$ 1500/yr.
Inside front/back cover: Rotating full page ads	
\$90.00/mo.	\$1080/yr.
Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)	
Full page - non rotating	
\$85.00/mo.	\$1020/yr.
½ page - rotating	
\$60.00/mo.	\$720/yr.
This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread.	
¼ page - rotating	
\$50.00/mo.	\$600/yr.
This option will allow the use ½ of page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month.	
1/8 page/Business Card	
\$15.00/mo.	\$180/yr.

Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertiser's part way through the year.

NEXT MONTH

NCR Planning Meeting

Yankee Swap

BLAIR TALBOT MOTORS

Jingle Bells

(Sing it our way and make your Christmas bright.)

James Pierpont

f B T M, B T M, car care all the way----. Oh, what fun it

6 is to drive when your Por-sche works o- kay----. B T M, B T M,

14 real-ly sets the bar--- When you're in the P. C. A. it's the peo-ple not the car---



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NORTHLANDER

Volume 35 Number 12 December 2012

Janet Quintero
12 Landing Way
Dover, NH 03820



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