

PORSCHEFORUM

NEWSLETTER OF THE NORTHERN NEW JERSEY REGION / PCA

VOL 3 2023



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Cover photo:

Porsche 912 at NNJR's Concours by **Dom Miliano**

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PORSCHE

Fellow NNJR PCA Members,

We appreciate your patience as PorscheForus enters a new chapter as a key member resource for NNJR members. Please join me in thanking Petra Swift for her seven years of service providing 80 informative, entertaining, and high-quality issues.

I have taken on the role of Interim PorscheForus Editor, and as part of that, we're busy making the process easier for contributors to provide content, as well as working with a great freelance Graphics Designer, Iylana. As you read this issue, we hope you'll agree her talents take this newsletter to a whole new level and that you like what she has put together just as much as we do. Relying on Iylana's graphic design expertise moving forward makes the Editor's role more of a content coordinator role, so if you're interested in taking over, please let me know! You can contact me at newmember@nnjr-pca.com

As Interim Editor, I am committed to reestablishing PorscheForus as a key resource that compliments, rather than replicates, the club's excellent website. A key part of that commitment is returning to a first-of-the-month posting goal for this newsletter. We hope to meet that goal no later than the July issue. If you would like to contribute content for the June Issue, please submit it no later than Saturday, May 27th, 2023.

Thank you for your patience as we transition the process.

Rudy Samsel Interim PorscheForus Editor

AROUND THE CORNER

UPCOMING EVENTS

Mid-Ohio HPDE

Friday May 19– Sunday May 21

Mid-Ohio Sports Car Course,
Lexington, OH

Concours Workshop

Sunday, May 21 · 12:00pm–4:00pm

Porsche Englewood Service & Parts, 148
West Forest Ave, Englewood, NJ

NNJR HPDE Thunderbolt

Friday May 26– Saturday May 27

NJMP, Millville, NJ

NNJR/PCA Pocono Autocross

Sunday, June 4 · 7:45am–3:45pm

1234 Long Pond Rd, Long Pond, PA

Paul Miller Classic Concours

Sunday, June 11 · 9:00am–12:00pm

Paul Miller Porsche, 3419 US-46
Parsippany, NJ

DE Tech Session - Lime Rock

Monday, June 12 · 6:00pm–8:00pm

Porsche Englewood Service and Parts
148 W Forest Ave, Englewood, NJ

Please be sure to read our email blasts and check the calendar on the NNJR website

[HERE](#) frequently to stay informed about potential changes and updates to any of NNJR's events.

June issue submission deadline: Saturday, May 27

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THE STEERING COLUMN

Rich Barry **NNJR President**



Summer is almost here...

As many New Jerseyans know – March and April can be a little unpredictable. In the last three weeks we've had summer like stretches in the 90's and spring downpours that made our sump pump work overtime. May generally kicks off a stretch of weather that lasts into late September – and summer proper is almost here. What does that mean for you and your Porsche? More events than ever in a jam-packed schedule that is sure to have something for everyone. Let's look ahead.

May includes our welcome to the club concours and rally, two DE events (Mid-Ohio and NJMP), and a concours workshop at Porsche of Englewood. The Mid Ohio event is an advanced driver event at one of the most storied tracks in the US. The grip level at Mid Ohio can change from super sticky to skating rink in just a few short minutes! Our NJMP event will be at Thunderbolt which is scheduled for a track change in early 2024. This will be the last year to run the "original" Thunderbolt.

June kicks off with an autocross at Pocono, a concours workshop at Paul Miller Porsche, Porsche parade (in Palm Springs this year) and another DE at Lime Rock Park. Our concours program is busier than ever this year – with help from many of our local Porsche dealers!

July begins with another autocross at Pocono, a DE at Summit Point, a concours at Peddlers Village, Cruise Night (a fan favorite) and another DE at Pitt Race. Cruise night is always a big hit and we've got a

new location this year (Flanders swim and sport club). Bring the family and there will be something for everyone. John Vogt is promoting a "tailgate" atmosphere where everyone is encouraged to bring food and drinks for themselves. I'm thinking of setting up a bar on the rear wing of the GT3. We'll see how that works out.

August starts off with an Autocross at Pocono. Are you sensing a theme here? The NNJR autocross events basically kick off every summer month and are a great way to drive your Porsche hard against the clock. Pocono offers us a central location with great stretches of asphalt. We also run with two other PCA regions – so you get to meet drivers from all over our area. Then we have the New Hope Auto Show concours, followed by the "Run for the Ribs" rally and our first of two DE events at Watkins Glen International.

September includes a concours at Paul Miller, a second DE at Watkins Glen (this one an advanced event), an Oktoberfest rally (yes – in September – we start our parties early) and an autocross. That's a heck of a summer schedule and I hope I get to see many of you at any one of our events.

I'll wrap up this column by asking for your help for the magazine. We need to hear from you. Articles, pictures, experiences – we want them. If the story includes your Porsche – we would like to publish your article. This club is for and about our members. Please submit something if you have a great story to tell.

See you on the road....



Stuart Zeh

MEMBER PHOTO OF THE MONTH

1950 PORSCHE REUTTER CABRIOLET VIN # 5014, OWNER STUART ZEH

Porsche serial number 5014 is the 14th Porsche EVER to be built in Germany and the FIRST Cabriolet ever built by Reutter Karosserie. In essence, 5014 was the sole pre-production Cabriolet produced by Porsche!

Originally sold by Porsche in Berlin, Germany, to Leyrol Nickell in Mannheim, Germany (1950-1959).

It was then brokered/handled by Ernst Islinger Mororfahrzeuge in Mannheim, Germany, and sold through/to Max Hoffman's dealership in NY, and sold to Fred and Gloria Vosselman in Bronx, NY (1959-1960). Daniel Levenson then purchased it from Norwalk, CT. (1960-1979). It was most recently owned by Robert Heller from CT, who owned the car from 1979-2003. The current owner and NNJR member, Stuart Zeh, purchased the car from Robert Heller in 2003.

Show us your favorite photos of your Porsche moments and send your cell phone shots to publications@nnjr-pca.com

AUTOCROSS

Grant Lenahan **Autocross Chair**



FIRST 2023 AUTOCROSS

**A GREAT WAY TO PLAY HARD WITH YOUR PORSCHE,
WITHOUT COMMITTING TOO MUCH TIME OR MONEY!**

Pocono's East Course gives us nearly a mile of fast, smooth FIA-curbed racetrack to set our autocross. Unlike parking lots, this is a long course, with a clear path, and places to build up some speed – yet laid out to keep us all safe. Autocross is a great way to play hard, test your car, or learn driving skills. There are always instructors happy to help you.

This is an all-day event, beginning before 8am and finishing after we put away our equipment. We ask that everyone familiarize themselves with Autocross operations and work assignments (there are documents to read on the NNJR web site at NNJR-PCA.com/Autocross). Remember the better we all do our corner assignments – the more driving we all get in and the better time we'll all have.

Come on out and join us! Bring the family!

**Come
join us at
Pocono! Our first
event is coming up**

- \$90.00 per driver (PCA)
- all drivers and makes welcome
- No pre-tech required
- Instruction Available
- Visitors/spectators welcome
- First of 4 events this season at Pocono, east course
- Jointly held with RTR and CPA regions, ... and now welcoming Audi Club NJ

Sign up at NNJR-PCA.motorsportreg.com

**Sunday,
June 4th at
Pocono**

arrive at 7:45am



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SOCIAL

Cindy & Tony Cristello **Social Co-Chairs**



SAVE THE DATE
FORMULA 1
WATCH PARTY
Sunday, July 9th / 8:00am – 12pm
Porsche Englewood
105 Grand Avenue, Englewood, NJ 07631



Join your NNJR friends for “racing and refreshments” as the flag drops on the British Grand Prix, and cheer for your favorite Formula One Race Team in the comfort of Porsche Englewood’s Showroom on Grand Avenue.

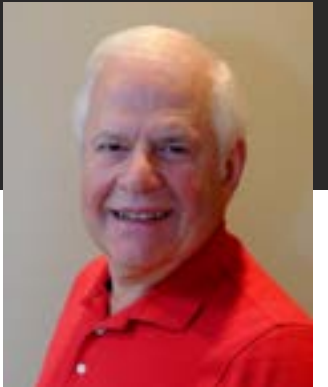
Details will follow in the monthly eblasts. Registration opens June 1st on the NNJR website. Questions? Email us at social@nnjr-pca.com

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PASSING ZONES

Thom Calabro **NNJR Track Chair**



In our last issue, I went into a bit about brakes. Brakes, a critical component in vehicles, not only for slowing and stopping, but for getting around the track more efficiently. I mentioned earlier that there have been drivers complain about a phenomenon called ice mode or ice pedal. When this occurs, the brake pedal is hard, but the car acts as if there are no brakes. As promised, here is Art Melzer's article on the subject.

Ice Pedal—OMG My Brakes Don't Work

What It Is, Why It Happens and What to Do About It by Art Meltzer

Many of us have had the awful experience of Ice Pedal (IP for short) – applying the brakes in a heavy braking zone only to find the brake pedal incompressible and the brakes barely slowing the car. This often results in going very wide around the corner, going off the track, or worse. I've heard various explanations of IP which suggests no one really knows what causes it.

IP is not unique to Porsche. Randy Probst describes an incident of IP on YouTube <https://youtu.be/omyGepK00NA> while driving a yellow Mazda turbo RX-7 in 1994 at Road Atlanta. Incidentally, I've heard drivers of GM and Ford cars describe IP.

Bosch manufactures all Porsche brake components. I contacted Bosch inquiring about IP. All they would tell me is that

“IP occurs as a consequence of the ABS computer not being able to correctly analyze the wheel speed

sensor data so that the computer determines there is significant wheel slip when, in fact no wheel slip is occurring.”

Not being an engineer, my adventure into discovering the precipitating factors and reasons for IP began with understanding the fundamentals of production car (OEM) ABS systems. Several companies manufacture ABS systems in the US and abroad but all the systems have a basic commonality.

I was able to find several detailed discussions of how ABS systems work including an ASE tutorial. Combining this understanding with Bosch's brief statement about IP and information in the owner's manual for Bosch's M4 racing ABS system, I was able to formulate an understanding as to how a design limitation in production car ABS systems can, under a very narrow set of circumstances, result in IP.

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The ABS system consists of the ABS computer, an accumulator/reservoir (A/R) that under control of the ABS computer can release pressure in the brake lines, a brake fluid modulator consisting of computer controlled solenoid valves that determine the path of the brake fluid as it courses either from the master cylinder to the brake lines or from the brake lines to the A/R, an ABS pump that returns brake fluid from the A/R to the master cylinder, a yaw sensor to determine the angle of the direction of travel of the car relative to the long axis of the car, a steering wheel angle sensor, the master cylinder, brake lines, calipers, brake pads, rotors, wheel speed sensors (WSS), wheels, and tires.

Wheel slip occurs when the force exerted by the brake pads on the rotors exceeds the grip between the tires and the road surface.

Wheel slip means the tires do not completely adhere to the road surface (they slip) so that the distance the tire travels (tire circumference times tire RPM) will be less than the distance travelled by the car.

An extreme example of wheel slip is tire lockup – no wheel rotation at all. Maximum tire grip is achieved when wheel slip is in the 5% - 20% range. The ABS is designed to maintain wheel slip within this range as optimum tire grip will result in minimal stopping distance. The ABS utilizes the steering wheel angle and yaw sensor data to sense and correct for car rotation to assure that the car stops in a straight line.

The ABS computer's algorithm analyzes WSS data to determine when ABS activation is necessary. When activated, valves in the modulator close off the master cylinder to the brake lines and open the brake lines to the A/R. This allows the brake fluid pressure in the brake lines to decompress permitting the slipping

wheels rotate freely. Next, the valves return to their initial configuration so that brake pedal pressure is transmitted to the brake lines. If reactivation of the ABS is necessary the cycle repeats.

Reactivation of the ABS will continue (at ten times per second) until wheel slip is within the acceptable range. Brake fluid that accumulates in the A/R is pumped back to the master cylinder by the ABS pump. Under extreme circumstances the return of brake fluid to the master cylinder is perceived by the driver as a vibration of the brake pedal.

Engineers determine the maximum wheel deceleration rate for a car based on the car's weight, brake design, etc. The predominant parameters that activate ABS are wheel slip and wheel deceleration rates that exceed the maximum calculated values. ABS activation can involve an individual wheel or any combination of wheels. Release of the brake pedal by the driver under any circumstance deactivates the ABS and resets the computer.

Brake Assist (BA) is a standard feature on many production cars. Normally, brake pedal pressure is amplified by the brake booster to create brake fluid pressure. When the speed and force of brake pedal activation by the driver exceeds programmed thresholds, BA augments the brake fluid pressure to further decrease stopping distance. The action of BA may contribute to the conditions that precipitate IP.

Under ideal conditions, on dry asphalt, ABS activation occurs well before wheel lockup. ABS functioning on dry asphalt frequently involves a small number of ABS cycles that occur at ten times per second (or faster). The frequency and duration of ABS activation is often too fast and too small to be perceived by the driver.

The situation is different when tire grip is compromised such as on snow, ice, rain, leaves, etc. In poor grip conditions the wheels may lockup. Many ABS cycles

may be needed in order to resolve wheel slip and excessive wheel deceleration. In this case the driver is more likely to feel ABS pulsations in the brake pedal.

The OEM ABS was designed for conditions incurred during daily driving. Speeds and rates of deceleration experienced on the track far exceed those in daily driving.

It's notable that computer calculations of vehicle speed from wheel speed sensor data depends on tire diameter and the ratio of the diameters of the front and rear tires. Standard OEM values for a particular car are programmed into the car's ABS computer. The use of aftermarket tires that differ in diameter and front/rear tire diameter ratio from factory recommended tires will render the ABS calculations inaccurate.

For example, suppose an aftermarket tire that is one inch larger than the OEM tire was put on a Cayman S. At 6000 rpm in 4th gear, the car's speed relative to the asphalt would be 4 mph greater than the computer's calculation of the car's speed because computer's calculation is based on the OEM tire and the OEM tire is smaller than the aftermarket tire. Combining this with staggered tire sizes seen on many cars, threshold braking, R-compound tires, high-performance brake components and other performance modifications may result in wheel slip and wheel deceleration rates that are beyond the computational facility of the ABS computer.

According to Bosch, there are combinations of wheel speed and wheel deceleration data that can fool the ABS computer into determining that there is significant wheel slip when in reality there is none. This is the root cause of ice pedal.

Let's denote this by "IP-conditions" and see how IP-conditions lead to ice pedal.

Under IP-conditions the ABS algorithm erroneously determines that excessive wheel slip and/or excessive wheel deceleration is present. This triggers ABS activation consisting of blocking off the master cylinder and releasing brake fluid pressure in the brake lines to allow the slipping wheels to rotate freely. Because of IP-conditions, the ABS computer is incapable of recognizing that the wheels are spinning freely meaning it won't proceed to the next step of directing the valves in the accumulator to return to their initial configuration that restores the relationship of the brake pedal with brake function.

The ABS cycle is frozen. The brake pedal is incompressible, the brakes won't respond to brake pedal pressure, and the car won't slow down. Not an ideal condition in a heavy braking zone.

The only way to restore normal brake function is to reset the ABS system. In order to accomplish this the driver must release the brake pedal returning the ABS to its default configuration. Since the window for IP-conditions is narrow, reapplication of brake pedal will hopefully restore normal brake function.

The take away message from this is to understand and be aware of IP so that you can immediately recognize why your brakes aren't working.

Early recognition of IP combined with immediately release the brake pedal will reset the ABS and minimize the time you that your brakes don't work. Hopefully, all that will happen is a scary corner and you'll keep the shiny side up.



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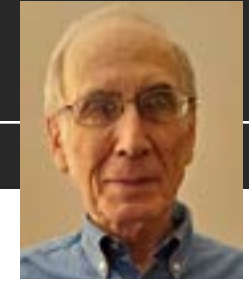
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CONCOURS

Hank Menkes & Alan Zambarano **Concours Co-Chairs**



Concours 2023

An Overview of the 2023 Concours Season

On March 26th we introduced the 2023 Concours season at the traditional Gathering of the Faithful at High Marques in Morristown. As is his form, John Vogt hosted another spectacular event. I doubt that anyone went home hungry from this epicurean affair! Not only were there abundant edibles and liquid libations, but there was plenty of vehicular eye candy to devour as well. The selection of cars decorating the show room was outstanding. How could one not (only figuratively) drool over a gorgeous Lamborghini Murcielago, a Mercedes AMG convertible, or a stunning low mileage '61 Porsche 356 cabriolet?

The Gathering of the Faithful wasn't always such an elaborate affair. It was initiated over 25 years ago during Stu Zeh's stewardship of the Concours program when a few devoted Concours enthusiasts felt that it would be enjoyable to get together on a Sunday morning with fellow enthusiasts to plan for the upcoming Concours season, discuss their winter Porsche projects, and just hang out over coffee and donuts. The initial meeting was held in Chatham at Gene Kirchner's Porsche service shop directly across from John and Ray Paterek's shop. We borrowed a large coffee pot from Marlys and Dennis Thovson and purchased a couple dozen donuts; the event was nothing fancy at all, just good talk with like-minded Porsche enthusiasts. The discussion focused on the

planned events of the coming Concours season and any other topics that arose, until all the coffee and donuts were consumed.

Each year the event expanded in terms of the edibles, the attendance, and the formality of the program. It wasn't long before we outgrew Gene's shop and needed to find a larger location. Once again Marlys and Dennis rescued the homeless Concours enthusiasts by suggesting that we move to the Watching Exempt Firemen's Hall in Watchung, NJ for our gathering. It seemed that they had a connection with the facilities management and were able to persuade them to allow us to use the space. It was an accommodating venue with a small kitchen, tables and chairs, and a private parking lot. We greatly expanding the food selection by asking the attendees to bring something to share to supplement the staples provided by the Concours Committee. As was their generous nature, from that point on Marlys and Dennis unselfishly continued to helped each year with the preparation and clean-up.

Year after year more NNJR members attended what had now become a season-opener social event; we eventually outgrew the Firemen's Hall and were forced to seek an alternative location once again— enter John Vogt and High Marques. The Gathering of the Faithful appears to have found the perfect venue, the buffet has been further elevated, and the Concours enthusiasts still get to enjoy a great brunch, socialization with

fellow NNJR members, and the opportunity to review the upcoming Concours program.

At this year's Gathering of the Faithful, after allowing adequate time to enjoy the omelets, bagels, donuts, Mimosas, and socialize; the Concours enthusiasts adjourned to hold their traditional meeting. Since several changes have been planned for this post-covid season, we took the opportunity to review the upcoming program in some detail and to reveal some of the surprises for participation in the workshops and judged events.

We will again be awarding Championship Points toward the Novice and Veteran trophies presented at the end of the season. However, new this season, in addition to winning the trophy, each Champion will be awarded a grand prize for their extraordinary achievement. As previously published, Championship

points will be earned accordingly:

- 7 points for 1st in class at a judged concours
- 6 points for 2nd in class at a judged concours
- 5 points for 3rd in class at a judged concours
- 4 points for lower than 3rd at a judged concours
- 2 points for judging, helping at a judged event, or attending a workshop

Championship points will be awarded for winning at this year's PCA Parade, as well.

As an additional prize for participating in Concours activities this season, we'll be awarding a new and unique Concours T-shirt to every member who accumulates just nine (9) Championship Points by the end of the year. The previous NNJR Concours T-shirt has become a collector's item, and no doubt this year's T-shirt will certainly follow suit.

The 2023 Concours T-Shirt revealed at the Gathering of the Faithful

This year's Concours program will consist of four educational workshops and five competitive events, including a return to the New Hope Auto Show and Concours where the Porsche judging process will be overseen by NNJR, employing traditional PCA judging methodologies.

For the first time as a Concours sponsor, Porsche of Englewood will host a workshop for us at their service facility in Englewood.

This workshop will be for the benefit of our novice enthusiasts to instruct in how to effectively compete and win at a judged Concours event. A team of veterans will share their tips, tools, and techniques from competing locally and nationally, and address any member questions. Members are welcome to bring their Porsches to this event

for hands-on assistance with problem resolution. Please let us know ahead of time if you plan to bring your Porsche to address an issue.

Paul Miller Porsche, a perennial NNJR supporter, has similarly agreed to sponsor a workshop at their dealership in the fall where we'll have

a guest vendor to demonstrate a selection of car care products. And, we will once again be returning to I. D. Signs to be hosted by Jose, Patty, and Max for what has become our annual pre-Thanksgiving winter prep and lunch workshop. This is always a great social event with some helpful Porsche tips included between sandwich bites.

We'll be returning to a favored tradition of past workshops where lunch will be provided at all events

by our generous hosts, and product samples and door-prizes will be offered. We're very fortunate this season to get product support and donations from Griot's Garage, a national PCA sponsor, and Adams' Polishes.

In addition to the workshops, we have five competitive Concours events scheduled. Our first event was the Welcome to the Club Concours which was held at a new location

this season. Since we couldn't get the Madison High School because of a previously scheduled event, we scurried around to find an alternative location. The Concours was held at 100 Campus Drive in Florham Park. This was a "lightly" judged competition for the benefit of the novices to introduce them to the activity. The judges offered helpful feedback and constructive suggestions after the competition.

In June, we'll hold the Paul Miller Classic Concours at the Paul Miller Porsche dealership in Parsippany. All Porsches are welcome to compete, but classics will get pride-of-place on the lot.

In July we'll hold a People's Choice Concours in conjunction with the Cruise Night Gala.

August brings a return to New Hope, PA for the competition at the New Hope Auto Show and Concours. This is a spectacular car show with all foreign cars competing in separate classes on Sunday. Even if you're not competing, this is a great spectator event for those interested in the classic foreign marques. Vendors and food trucks serve up their goods, and this charity event makes for a great family day outing.

Our finale to the competitive Concours season will be the Concours on the Farm at the Wings Spread Farm in Asbury, NJ. This is always a highly contested Concours with some great Porsches competing for the final opportunity to score Championship Points.

Again, remember that this season we'll be judging three areas in all Porsches competing in NNJR events: exterior, interior, and storage. Engines will not be judged in any class, and only the front storage area in Boxsters and Caymans will be examined. An exception is that engines will be judged at the New Hope Concours for all Porsches except Boxsters, Caymans, and 991 and 992.

As we've done in the past, and supported by PCA national, we'll be encouraging youth judging at all our Concours events; Kevin Fitzsimmons will once again lead this activity. You do not have to be a competitor to involve your child in the youth judging. Just show up at the Concours and Kevin will guide the future PCA members in selecting their favorite Porsches and reward them for their efforts.

As you can see, we have a full and exciting Concours season for 2023 with some interesting workshops, challenging competitions, and unique prizes and gifts. All that's necessary now is for you to join us and have a great time!

Questions or comments? Contact us at concours@nnjr-pca.com

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CONCOURS TECH

Hank Menkes & Alan Zambarano **Concours Co-Chairs**

Ceramics Class

PART ONE
by Hank Menkes

As a Concours enthusiast, I'm always looking for products that will make the paint on my Porsche smoother and shinier with less effort. After experimenting with a number of different polishes and waxes in my earlier concours days, I settled on P21S Paintwork Cleanser and P21S Carnauba Wax for two simple reasons. The Paintwork Cleanser doesn't leave white stains on the rubber and plastic trim, and both the Cleanser and wax are almost effortless to apply and remove. However, times have changed and technology has moved on, and I thought that it's time to re-examine my choices in car care products.

Over the last decade ceramic coatings applied to automotive surfaces have become significantly more prominent.

It seems that every traditional, and many new car care companies have "miraculous" ceramic something-or-other concoctions that will absolutely make your car's finish shine like the sun or endure the fires of hell without showing as much as a blemish.

It's clear that marketing and advertising hyperbole have reached the point where they've surpassed the realities of science.

My approach was to review the technical data to understand the science rather than believe the creative copy literature. To do so required a deep dive into the chemistry of ceramic coatings published in the professional journals and trade magazines. I wanted to determine if these new wonder products would produce "better" results if applied to my Porsche. To limit the field of research, I focused only on the coatings that addressed improving painted surfaces.

It was also necessary to define what's meant by "better" results. In the simplest of terms, I was interested in whether I could achieve a smoother, shinier more durable paint surface that required less effort to obtain, minimal maintenance, and didn't damage the paint in any way. Many of these requirements, such as gloss and durability have objective methods of determining the level of performance, but some are strictly subjective.

Before jumping into the deep end of the polymer pool, it's necessary to define some critical terms and basic concepts of chemistry – for example, what exactly is a ceramic? Turns out that a ceramic material is not that easy to define, but in the simplest of terms, and for

our purposes, a ceramic is an inorganic, non-metallic, oxide, nitride, or carbide material. As is usually the case in life there are exceptions to every rule and that's true here as well since the elements carbon and silicon are considered ceramics.

Don't get too hung up on the definitions. because it's really the properties of these material that are of interest. Ceramic materials are hard but brittle, strong in compression, resistant to acidic and caustic chemicals, and can tolerate high heat and UV exposure. These characteristics make ceramics ideal for products requiring heat tolerance, scratch resistance, and durability. They were the major component of the heat resistant tiles that allowed the space shuttle to re-enter and survive the earth's atmosphere. The most popular ceramic material utilized in automotive coatings that we'll be focusing on is silicon dioxide – one atom of silicon and two atoms of oxygen. Some vendors, however, may use oxides of titanium rather than silicon in an effort to distinguish their products. Ceramic materials have been in use for thousands of years starting with earthenware pottery and sculptures through modern wonder materials such as transparent ceramics used in fighter jet canopies. Ceramics used as a material coating is also not a new application either. They've been employed in industrial products for decades.

As I came to discover, the chemistry of automotive ceramic coatings is quite intricate, and the constituents and exact quantities used in commercially available products are more guarded than the formula for Coca-Cola.

The manufacturers just don't list all their "secret" ingredients on the Safety Data Sheets. None the less, there are some fundamentals that all automotive ceramic coatings employ.

There are two distinct categories of automotive ceramic coatings distinguished by their cost, point of sale, and performance. The more authentic coatings are those usually applied by qualified professionals at a higher price point, and with a promise of superior performance. The second type of ceramic coating is offered to the DIYer over the counter, and is typically referred to as a hybrid ceramic coating and contains less ceramic/polymer material, but adds additional ingredients to facilitate an easier, fail-safe application.

The professional automotive ceramic coating is commonly made up of three fundamental ingredients: a polymeric, or resin material, that forms the basic chemical carrier of the coating, solvents, and additives. One of the most common polymers used to form the building structure of the coating is a silicone-based material called polydimethylsiloxane or PDMS for short. Don't be intimidated by the long complicated chemical name; this is a chemical we've all encountered and are actually quite familiar with. It's usually called silicone, and is the prime ingredient in silicone spray lubricant, shampoo conditioner, silicone caulk, and even used in the oil to make French-fries. Other silicone-based polymers may be used, but this appears to be favored because it's non-toxic, non-flammable, has excellent thermal properties, is UV stable and optically clear, and provides a glossy and hydrophobic (beads water) finish. However, it doesn't bond particularly well to paint so other ingredients must be added to the mix to improve bonding.

This is where the much-hyped silicone dioxide molecule, or ceramic, literally enters the equation. Silicon dioxide is quartz, and the major constituent in beach sand. Nano-molecules containing silicon dioxide are added to the coating formula and react by bonding to the PDMS and acting as a bridging link to chemically bond the PDMS to the paint. (If you remember your high school chemistry, these bonds are called covalent bonds, which means that the PDMS is bonded to the silicon molecules, and the silicon molecules are

bonded to the paint molecules by common electrons in each case.) This bonding process provides the durability to the coating.

To complete the mixture, other compounds are added to modify the result and timing of the curing process or modify the acidity. Although PDMS is a polymer, meaning a large or macro-molecule, to obtain a more continuous coating across a surface, it's desirable to form even longer polymer chains. This takes place in the course of curing through hydrolyzation.

Hydrolyzation is the process in which water is added to a substance often resulting in the splitting of the water molecules. The original substance is modified and new substances may be released. The hydrolyzation of the PDMS polymer chains cause the polymer chains to cross-link forming even longer chains. This hydrolyzation is facilitated by the humidity in the air, and occurs over a time period that can be shortened or extended by the addition of catalysts to the coating mixture. This is the reason that ceramic coatings, even the DIY products, require a cure time and admonish not to wash the surface until the cure process has completed for concerns of washing the product off before the bonding is complete.

Professional ceramic coatings typically contain between 70 to 90 percent of the PDMS backbone silicone polymer and the commensurate amount of ceramic bonding agent. Adding more ceramic material does not necessarily improve the coating's durability since the ceramic and the polymer bond in a specific ratio based on the chemistry.

Professional ceramic coatings require skill to apply to avoid excessive buildup resulting in streaks and clouding on the paint surface, and if they're misapplied, they require either wet-sanding or aggressive polishing to correct the problem. Contrary to the advertising hype, in and of themselves, they're not capable of transforming a rough contaminated surface into

a glistening mirror. The paint surface needs to be thoroughly cleaned and prepped before the coating should be applied. A bottle of professional ceramic coating costs hundreds of dollars, and when combined with the required paint preparation, the cost of a professional application of a quality ceramic coating can be in the thousands.

This brings us back to the question of whether professionally applied ceramic coatings are "better" than the traditional paint protection products. Now that we understand what it is and the respect needed for its application, we can address its performance.

There is no doubt that a ceramic coating with high levels of silicone polymers and ceramic bonding agents can benefit a properly prepared paint surface. However, is it the appropriate choice in every circumstance?

Let's look objectively at the pros and cons. The first hurdle to consider is the cost/benefit factor of professionally applied ceramic coatings. This is a personal decision that's best left to the consumer to determine, but there are a number of factors to consider. Is the vehicle a daily-driver, is it a lease vehicle that will be returned in three years or a forever car that you enjoy caressing with polish and wax on a regular basis? All questions to contemplate.

A quality ceramic coating adds a thin layer on top of the existing paint surface; in modern cars, this is usually the clear-coat. This new layer provides a relatively hard coating as measured by the pencil hardness test. This test determines the hardness of a coating by dragging increasingly softer lead pencils across a coated surface until a pencil is determined that does not scratch the surface. A pencil with a lead

designation of HB represents the middle of a two-sided scale where a pencil with a rating of 9H or 10H represents the hardest lead, and 9B the softest lead.

Many vendors like to boast about the level of hardness their coating produces, but this can be misleading. Typical ceramic coatings claim a hardness level between 7H to 9H, but there is really no absolute way to compare across manufactures since actual pencil hardness varies by pencil manufacturer and even within a manufacturing lot. It's not worth debating this characteristic since all ceramic coatings are harder than the paint surface to which they're applied.

Hardness doesn't mean that the protected surface won't chip. Be reasonable, a pebble traveling at 60 MPH is going to leave a noticeable zit on your Porsche hood regardless what chemical coating you're using. The harder surface will however protect against light scratches, minor abrasions, tree sap, pollution, and bird droppings.

Perhaps one of the biggest benefits of a ceramic coating is its ability to bead water, or its hydrophobicity; this is an inherent characteristic of PDMS. This feature helps to release dirt and grime from the surface during washing, and even from just rainfall, to reduce maintenance.

A ceramic coated surface is not necessarily any shinier than a traditionally waxed surface. Regardless of which coating is applied to the surface, the underlying paint needs to be properly prepped to remove scratches and swirls. The ceramic coated surface, however, may appear shinier for a longer period because of its

durability and ability to resist contaminants relative to wax.

As with all things in life, nothing last forever and a professionally applied ceramic coating is no exception. Eventually, abrasion will wear the surface coating. Although some vendors claim extraordinary longevity, up to a decade, this is unlikely without some surface maintenance. The degree of concern here is indeterminate based on the added expense and the length of vehicle ownership. The issue that's never discussed is what does the surface look like as the coating begins to wear off, or how easily can it be removed in the event of required body work and repainting.

So, will I be rushing to have a professional ceramic coating deftly applied to the virgin paint on my Porsche 997? Nope, not a chance for a number of unique and personal reasons. From its conception and delivery, I've cared for the painted surfaces on my Porsche like I would care for a fragile Fabergé egg. It's as perfect as I can make it, and doesn't require any paint correction. It's been cleaned with fine polish and coated with Carnauba wax on a regular basis; I enjoy doing this. It's never left exposed to the elements for any length of time, and sits covered in the garage when not in use and over the winter. And, it's my forever Porsche. Your decision criteria may differ, and result in an altogether alternate conclusion.

This is not to say that there isn't a place for a ceramic coating on my Porsche; I would absolutely consider it for the wheels because Porsche brake pads produce more dust than a mid-west tornado. But, knowing what I now know about the make-up of ceramic coatings, I would choose to use a DIY hybrid product.

We'll explore the formulations and characteristics of hybrid ceramic coatings in a subsequent article.

Paul Miller Classic Concours

Bring your 356, bring your 914, bring your air-cooled 911 classic; as long as they're concours clean, they're welcome to compete in this special Porsche Classic Concours. These classics will be the highlight of this special event hosted by Paul Miller Porsche at their dealership in Parsippany. If you have a newer water-cooled Porsche, sedan or sports car, you're welcome as well. This Concours is open to all Porsches of all ages.

Exterior, interior, and storage areas will be judged, and no engines will be examined at this event. All participants will earn Championship Points toward the annual trophies and awards, and special prizes will be presented to all the winners in each class. Children are welcome to participate as Porsche Junior Judges to pick their Best-in-Show Porsches. Refreshments will be served.

This event has been very popular in the past and fills up quickly, so pre-registration online is required since lot space may be limited.

Paul Miller
Porsche
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Parsippany
Troy Hills, NJ 07054

Sunday,
June 11th
9:00am–1:00pm

• Registration will close at 6:00pm on Saturday, June 10th.

• The cost of the event is \$25.

• When registering a 911, please help us to properly classify your Porsche by specifying the model number, e.g., 964, 993, 930, 996, 997, etc. and year.

Registration is via the NNJR webpage only.
Register at NNJR-PCA.com/home-2/event-registration

Questions or comments, contact: concours@nnjr-pca.com

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PORSCHE

CHARITY

Hubert King **Charity Chair**



Kickoff for Gold Ticket Raffle

Each year we support our charity by selling opportunities to win free admission to NNJR events. **The first prize winner attends all coming year's events free of charge. The second prize winner attends any six events of his/her choosing.** Sales of tickets commenced at our first DE event, April 22 at Lightning and will continue until the drawing in December.

Maybe you'd like to take a chance of winning and support a good cause? The NNJR supported institution is Cheshire Home, a unique rehabilitation home for those with spinal cord injuries and neurologic disorders. Their prize-winning work has been highlighted by many local organizations, and there is no place like this anywhere in the Northeast.



How to purchase a \$50 raffle ticket?

Sales are in-person to comply with NJ regulations, and you should contact the one of the following: Hubert King, Janice Ernsting, Steve Corodemus, or Stuart Milsten.



TRACK PREP SEMINAR AT POWERTECH

by Glen Ochten

In March we had our first Track Prep Seminar since covid hit the world.

Keith Peare and the staff at Powertech opened their shop on a Saturday morning for us. The goal of the event was to explain the DE tech inspection process and what upgrades one may want to consider when putting your car on the track. The tech inspection form can be found on the NNJR Website.

The PCA Driver Education program is one of the best opportunities to experience the performance and the handling of your Porsche with the added benefit of no speeding tickets. DE provides a safe and controlled environment to get an understanding of what you and your Porsche can do.



Keith, Rob and Ryan ran through the tech inspection form and reviewed what they look for to make sure your car is ready for the track.



They had 4 cars up on the lifts and one on the ground. The Powertech staff spent 2 hours reviewing water cooled and air-cooled cars and what to look for during the inspection process. We reviewed causes of concern like loose batteries, worn brake rotors & pads, leaks and suspension wear. We also got an up-close view of 2-piece rotors and discussed their advantages. The attendees had lots of good questions for the guys.

all nicely presented by Lisa Knobel (Lead Manager and Creative Director at Powertech). If you missed the event and have questions for the staff at Powertech they can be reached by phone, website or Lisa@pwr-tech.com. Thank you to Keith, Rob, Ryan and Lisa for a great event.

Want to host a technical event? If you're a club advertiser please contact me at technical@nnjr-pca.com

In addition to all the technical information, we were provided a nice breakfast of donuts, bagels and coffee

Congratulations to NNJR on their 65th Anniversary



Dennis Thovson 1934-2022

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CAR CONTROL CLINIC

by BILL GILBERT



On a rainy Sunday, April 30, 100 NNJR drivers headed to MetLife Stadium. Why? The annual (now that Covid is behind us) NNJR Car Control Clinic.

Sixty-plus students, nearly 30 instructors plus helpers, friends and family made the best of the soggy conditions. As many of you know, a damp surface is actually what we want for the CCC. During setup and much of the morning, conditions were close to ideal: on and off drizzle/light rain. The East Rutherford Fire Department, on hand to wet down the skid pads, was only called in to help at the end of the lunch break.



Near the end of the event, it began to rain more heavily so that afternoon workers (every participant drives half of the day and works the other half) got wet. Fortunately, many had brought rain gear!



A combined driver/instructor meeting started the event a bit before 8:30. The hardest part for most attendees is learning what is expected when working on the course. The driving part is easy!

The CCC is comprised of four exercises: braking, slalom and two skidpads, one clockwise and one counterclockwise. The skidpads take the longest to complete; as a result, we set this year's course up with four skidpads: two in each direction. However, this means a more complex rotation and more than one driver had trouble following the rotation schedule that Grant sent out in advance: with a specific sequence for each driver.

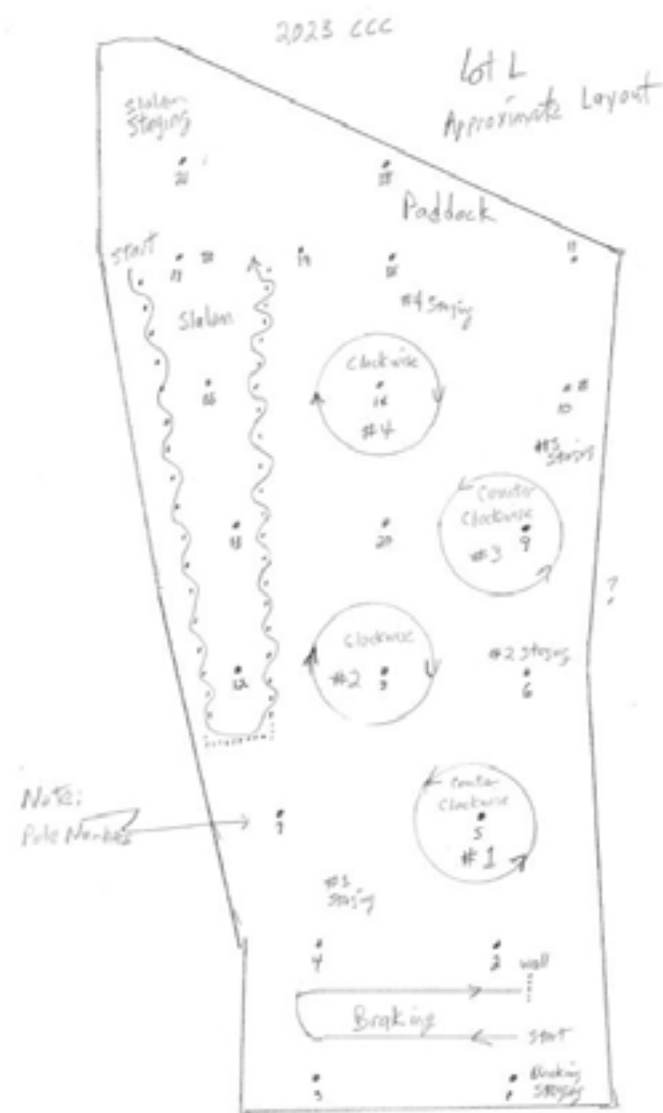




Other than those minor issues, the event went smoothly and quickly. There were a lot of smiling drivers during lunch and at the end...though the heavy rain quickly pushed most of us into our cars.

As you would expect with an event like this, there are many to thank. Grant Lenahan arranged for the lot, ambulance, fire truck and the many other details needed to keep us safe and legal. He also arrived at 6:30 with all of the "extra" cones, etc. Thom Calabro arrived a few minutes earlier with the club van, cones, and much more. Thom and I immediately went to work setting skidpads while Grant and Jay Mazzola set up the braking exercise. Dyke Hensen and Sue arrived at 6:45 and went to work on the slalom. These "early birds" really accelerated our setup so that we could get underway promptly. Dionne Fuhrmann, Al Sy and Ron Miguel came early to get everyone signed in.

A special thank you goes to each instructor who came. Unlike other driving events, CCC instructors don't get to drive (except for a few minutes at lunch time, if they wish). As usual with these events, people left with a big smile on their face!



For a sample of what the CCC is like, you can check out this video: <https://youtu.be/LmrFyltwD2k> It was taken during the lunch time instructor runs and you will see 3 of the skidpads, braking and slalom.

For more photos, see <https://nnjr-pca.com/portfolio-item/car-control-clinic-april-30-2023>



WHAT IS A CHIEF INSTRUCTOR?

by BILL GILBERT

It was recently brought to our attention that some (perhaps many!) DE drivers are unclear about the role of Chief Instructors and wonder "what goes on behind the curtain?"

If you have ever been involved in event planning for work or play, you may already appreciate how many administrative, planning and execution details need to go into an event to make it successful. HPDE events are no different!



Drivers may not see much of what we do either before or during the event. Hopefully this article will shed some light into the roles, responsibilities and activities of the Chief Instructor group, both pre-event and during the event.



Before we dive in, we must stress that the Chiefs are just part of the "well-oiled machine" that is called NNJR DE. From the Registrar who organizes the participants and pairs instructors with students to the Track Chair; a huge job before, during and after each event. The Tech crew makes sure cars are safe before each event and before each day on track. Tower is invisible to most drivers but essential to a safe event...and to the Chiefs, communicating information from and to track control and the flaggers. Volunteers used to work in staging and pit out: those roles are now filled by track workers.



Craig Mahon
NNJR Registrar



Thom Calabro,
NNJR Track Chair

instructing technique. After being on the Watch List for a season, most drivers are Instructor candidates the following season and will complete the National PCA instructor training at Lightning 1.

- This process means that Chief Instructors at an event who are not Event Chiefs have an obligation to work with Watch List drivers when they can; typically in addition to normal instructing duties (and driving!).

- Lastly, Chief Instructors are also a go-to resource for current instructors (and drivers!). We encourage all instructors (not just new ones) to use the Chiefs, e.g. when faced with a student that isn't "getting it," or when something comes up that detracts from instructing, etc. The same for drivers: each of the Chiefs has a wealth of experience. We want drivers to take advantage of it. From a Chief's perspective, it is very rewarding when we can help a driver overcome an obstacle or help an instructor find a way to break through with a student.

DE Program Evaluation and Enhancements & National DE Program Guidance

- In an effort to continuously evaluate, evolve and enhance the DE program, the Chiefs hold monthly meetings throughout the calendar year. We typically meet formally once a year, in person, in December with the other monthly sessions via Zoom. In addition to preparing for upcoming events, these discussions provide time to brainstorm, discuss new ideas (e.g. run group meetings), track updates, etc. Examples from recent agendas include planning for the "How to easily



Generally, the Chief Instructor efforts can be grouped into "Pre-Event/Off Track" activities and "DE Event/On Track" efforts...

Pre-Event/Off Track

The Chiefs' objectives and focus throughout the year include identifying and training potential new instructors, evaluating and enhancing the DE program/procedures, ensuring compliance with National PCA guidance and rules and preparing "Trackside Presentations".

Instructor Identification & Training

- This process starts during our annual meeting (usually in December) where we review advanced NNJR drivers and identify those who will be Instructor Candidates for the next season (i.e. ready for final instructor training) and those who will be on the Watch List.

- Drivers on the Watch List spend the following season working with the Chief Instructors one-on-one to learn about, and practice, instructing. Much of that time is spent in role plays to demonstrate, and practice, good



use Data for self-coaching" class, draft topics for 2023 trackside classrooms, the new Track Experience option (allowing non-drivers to take a ride on track), and instructor training at Lightning.

- Additionally, Chiefs have developed and implemented safety protocols for on track sessions including rules for passing, flagging and pit lane behavior.

"Trackside Classrooms"

- Over the years, the Chief instructor group has developed and implemented a comprehensive driver instruction curriculum that covers basic to advanced driving techniques, safety protocols and track specific information (e.g. track turn by turn descriptions and videos).



- As most drivers know, classroom material that used to be presented at the track has now evolved into online classes. This allows more time to cover important topics...and more time for drivers to review and study the material. A set of topics is determined at the beginning of each season: one set for student drivers and another set for solo drivers, including instructors.

Ten days to two weeks before each event, the two presentations are prepared, recorded and uploaded to the NNJR website and YouTube channel. At that point, the Track Chair sends out links to all drivers at the upcoming event.

DE Event/On Track

At the Track, the overarching objective is, first and foremost, ensuring the success and safety of the DE event. In other words, the Chiefs are responsible to oversee all on-track activities to ensure that participants receive the best possible instruction and experience and that the event runs as smoothly and safely as possible. This encompasses overseeing the driving, instruction, track conditions, flagging, communications, etc. (Of course, our motto is "Safe, Serious, Fun" so we work hard to make events fun, as well!)

Before the track goes Hot

Everyone knows that a Chief Instructor covers safety aspects in the Drivers Meeting. But what happened before that?

- A few days before the event, they recruited a senior instructor to lead each run group meeting.

- Prior to the Driver's meeting, the event Chiefs drove the course checking for cone placement, debris, and other potential hazards. — At some tracks, the Chiefs put out the cones (the NNJR van carries a full complement!).



- They talked with the track's head flagger to verify flag stations being used, flags being used, checker placement, etc. and have gotten the track radio on the appropriate channel.

- They explained to the head flagger passing zones, expanded passing rules and infractions to be called in.

- They work closely with track management to ensure the event complies with all track rules and regulations.

- To state the obvious, all of this requires an early start!

There are usually two Chiefs assigned to each DE event. While the first event Chief is in the general Drivers Meeting, the second event chief is leading the Instructor Meeting. One key aspect is verifying that all instructors are present to assure that each student



is covered. Often there are last minute assignment changes to verify with each affected instructor. But what happened before that?

- This event chief will have been part of the items noted above.

- In addition, they got last minute student and instructor additions and no-shows from the registrar and made the appropriate adjustments.

- The Track Chair typically prints event paperwork a day or so before departure. But, inevitably, one or more students and/or instructors can't make it and we don't learn about it until after the report is printed, sometimes as late as the first morning of an event.

- Usually this leads to a bit of a scramble to update student-instructor assignments and note changes in Chief's Book (a reference book for the event that contains various reports that make it easy to look up a car or driver; used by the Chiefs as well as the Tower throughout the event).

- Note that there is also a similar attendee/instructor book for the Safety Chair who is called to action anytime there is an incident with an impact or an injury (on or off the track).

When the track goes Hot

As drivers in the first run group head to staging, one or both of the event Chiefs head to "the wall." We affectionately (?) refer to the area in the pits where we monitor on track driving as "the wall," for obvious reasons: there is always a (very solid and hard) wall between the paddock and pit lane with an opening that allows cars onto the track.

At this point in the event, the Chiefs hope that the rest of their day will be very quiet (other than loud cars), as in the photo at the beginning of this article! From now on, activity will be caused by on track mistakes, complaints, weather, mechanical issues, etc. For example:



A driver spins or goes off track.

- The event chief hears there is a yellow flag and, eventually, the cause including the car number(s). The information comes over the track radio or is relayed from Tower.

- If the car(s) involved do not report to the pits, the Chief will ask that they be black flagged.

- When they do report, the Chief usually asks the driver, "What happened?" If there is an instructor in the car, we want to hear from the student first. It is important for the student to know and understand WHAT happened so the Instructor can address WHY it happened and the "DE".... Driver Education becomes a reality!

- If the off or spin was minor, the Chief will inspect the car to make sure it is safe to return to the track.

- If this is a second (or third!) infraction by a driver, a more serious discussion usually takes place. If the driver has been overly aggressive or pushing too hard, the chief may ask the driver to park the car and come have a longer discussion. Or perhaps miss the next session to recalibrate. Fortunately, this is rare, but it does happen.

A driver pulls in and says they were held up or were passed without a signal.

- The chief asks for the car number of the offending car(s) (often we only get a general description, e.g. "a blue 911").

- Based on the severity of the issue, the Chief may ask for a black flag or wait until the offending car(s) pit under checker, then discuss the issue with the driver(s).

A mechanical or other off brings out a full course Black Flag, sometimes after the head flagger asks for the Chief's input.

- Based on the circumstances, a decision has to be made about whether to line cars up in the pits or return to the paddock.





- At many tracks, the Chief will help track personnel direct traffic in the pits.
- Often, clearing the track takes longer than expected and the Chief will consult the head flagger about if/when to scrub the current group.

A student or instructor asks for an instructor change.

- We encourage students and instructors to ask for a change if the pairing isn't working. In this case, the Event Chiefs recruit a different instructor, which often means switching students. Later in the day, we check in to make sure the change works.

Contact incident

- In addition to the Black (or Red) flag response, immediate attention goes to the driver(s) involved. At all tracks, any driver involved in contact is first checked out by the EMT's (NNJR only hires ALS ambulances, which are equipped and staffed to deal with much more serious situations than a typical BLS ambulance).
- As soon as the driver is released from the ambulance, one of the chiefs will check with him or her to assess their condition. In addition, we will ask whether they need help with their car or transportation home. (There have been many occasions when the chiefs, track chair and other club members have found a way to get a damaged car home, even if it was driven to the event).

Weather or other delays

- When weather or track repairs delay an event, run group schedules must be adjusted. The event Chiefs work with the Track Chair and Tower to make the adjustments.

Complaints

- Sometimes a driver will come to the wall and complain about traffic, trains, a particular car, lack of signals, etc.
- The event Chiefs make a note and try to determine if this represents a pattern or is just a one-off. Follow-up may be a comment in the next day's drivers meeting, a page for one or more drivers or extra attention to the next session of the affected run group. It's common for an Event Chief to ask the head flagger to have flaggers pay special attention to certain cars, pass signals, trains, etc.

Signoffs

- On the second day of each event, after the student's first run, an instructor may sign off their student to drive solo. The sign off book is typically located at the wall, which allows for real-time feedback on how students (and instructors) are doing.
- Occasionally, sign off requests are made on the first day of an event. In unusual circumstances, these are approved but they are rare.

Checkouts and run group changes

- Drivers sometimes ask about moving up a run group, e.g. from Yellow to Blue/White or from White to Black. If their experience merits it, the event chief recruits a senior instructor (often another chief) to do a checkout ride. The feedback from the ride is captured and shared with the Registrar for consideration at future events. A change at the current event may or may not be made, depending on the size of the run groups and the feedback from the checkout ride.

- It is more common for a driver to ask to move to a lower run group, because they are rusty or drive a lower horsepower car, etc. Generally these requests are accepted unless the lower run group is at maximum occupancy (each track, depending on length, has recommended maximum car counts).

Managing run groups

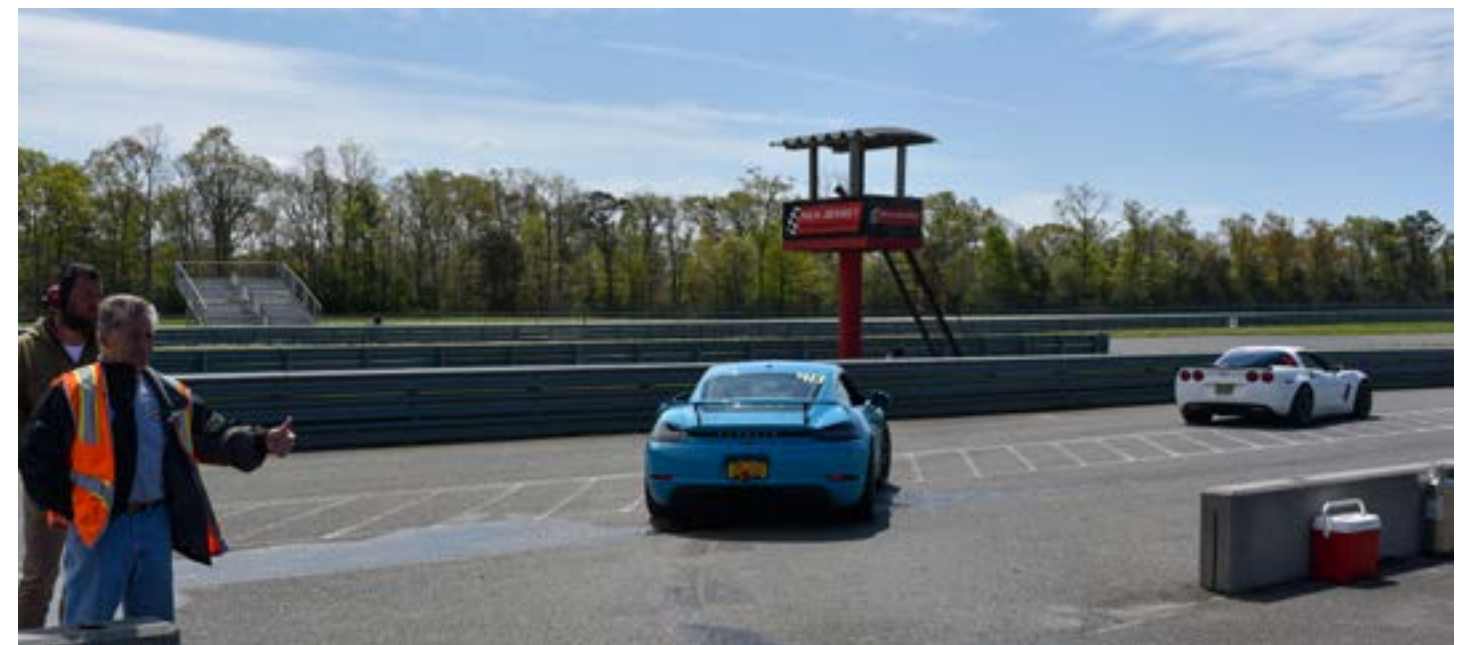
- During the last day of an event, the Event Chiefs look at the number of cars in each run group, especially if many drivers have left. They will determine if the number of active drivers allows for safely combining run groups. You may have experienced our real-time surveys in the pit lane. We never reduce a group's track time, but most drivers don't want run group sessions where they never see another car on the track.

Classroom Sessions and managing specific driver instruction

- During each event, NNJR holds "trackside classroom" sessions (in addition to the pre-event classrooms on YouTube). These sessions are prepared by, and led by, one of the Chief Instructors
- Chiefs also oversee the instructor group and its evaluation of drivers and how students can improve their driving skills.

At the end of a session, you may have noticed the Event Chief giving a thumbs up to drivers as they come in. This is our way of acknowledging that the session was driven well, and is our way of saying "Thank You" for supporting NNJR DE.

We hope this description gives you a sense of what Chief Instructors do. While the list is long, each of the Chief Instructors volunteers their time and effort because they genuinely enjoy giving back to the Club and other DE drivers. The list of activities can't possibly convey the enthusiasm about our sport that each of us feels. But we do hope that comes across when you interact with us, whether at a Drivers meeting, in a paddock discussion, or any other time throughout the year when you run into a Chief!



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Referred by Joe Beccalori

Dennis Ierokomos
1987 924S
Referred by Bill Ierokomos

Bryan Rabenau
2022 718 Cayman GTS 4.0

Arthur Bromberg
2006 911 Carrera S Cabriolet

Michael Leahy
2005 Boxster S

Nuno Cunha
2022 911 Carrera 4 GTS

Al Talpins
2015 Boxster

Michael Wendell
2022 Macan GTS
Referred by Jack Daniels Porsche

Richard Wronski
2014 911 Carrera S Cabriolet
Referred by Chris D'Amola

Aaron Buerstetta
1994 968 Cabriolet
Referred by Alvin Ago

Mark Bever
2006 Boxster

Michael Leahy & Alla Ismail
1987 911 Carrera

Osho Endo
1979 911 SC

Angelica Votta Sanchez
2015 Macan S

Roger Talish
2003 Boxster S

Richard Wronski & David E. Rees
2013 911 Carrera 4

Thomas Tashjian
2023 718 Cayman GTS 4.0

Zhe Qiang
2016 Cayman GT4

Kenneth Jack
2022 718 Spyder

Osho Endo & Dina Mikhail
2023 Macan S

Nitin Sapru
2022 Macan GTS

Mingya Ma
2017 Macan

Peter Rutherford
2022 718 Cayman GT4
Referred by Everette Goins

Thomas Tashjian & Nicholas Malanga
1980 911 SC

John Alexander
2006 911 Carrera

Emmanuel Bernardo
2004 Boxster

James Giambra
2015 911 Carrera S Cabriolet

Nitin Sapru & Nivea Calico-Kiegel
2021 Cayenne Coupe

Viraj Desai
2023 718 Cayman GT4

Aakash Shah
2014 Cayman S

James Knopping
2022 718 Cayman GTS 4.0

John Alexander & Stephanie Lupo
2023 Macan GTS
Referred by Robert Mazey

Martin Schmidt
2014 911 Carrera 4S
Referred by Angelo Testa

Joseph O'Neill
2023 911 Turbo
Referred by Paul Miller Porsche

Dale Horton
2023 911 Targa 4S

Bernard Mattera
2012 911 Carrera

Allen Fischer
2015 911 Carrera GTS

Frank Torres
2022 718 Cayman GT4
Referred by Roger at Porsche Englewood NJ

Andrew Meinbresse
2017 Panamera Turbo

NEW MEMBER ENROLLMENTS

April saw twenty-two new member enrollments, which is what we planned for. Much to our relief, this was a nice bounce-back from only 15 Newbies signed up the prior month.

— Total enrollments of 78 for the first four months of 2023 are (-2.5%) lower than our YTD plan of 80 new members.

— Year-to-date, new member enrollments are (-10.3%) less than in the same period last year, that decline was primarily driven by the low March numbers:

NNJR New Member Trend By Year By Month

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	YTD
2016	14	15	22	16								67
2017	25	19	20	24								88
2018	19	27	26	17								89
2019	20	9	27	24								80
2020	23	20	13	15								71
2021	22	13	26	29								90
2022	20	20	23	24								87
2023	20	21	15	22								78
YoY Var	0	1	-8	-2	0	0	0	0	0	0	0	-9

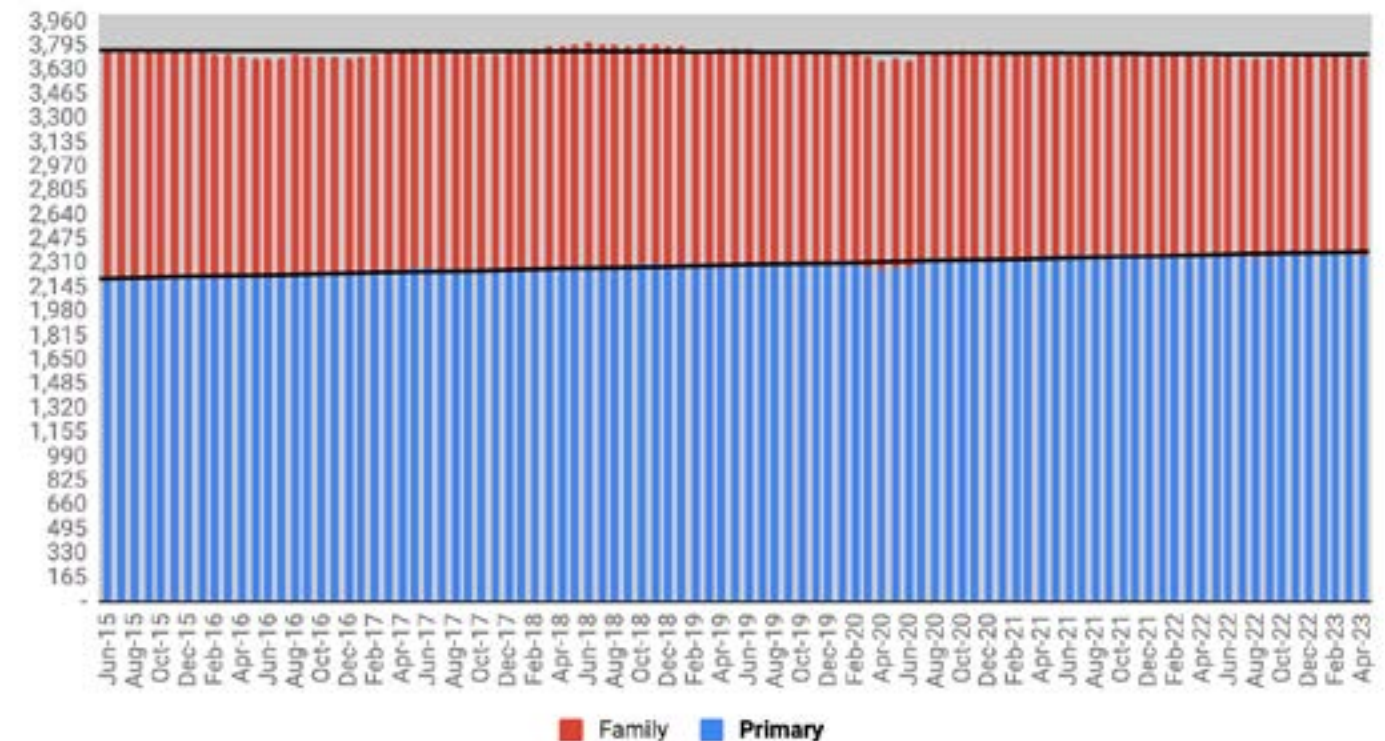
NNJR 2023 New Member Trend: Plan vs. Actual By Month

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Plan	21	17	20	22									80
Actual	20	21	15	22									78
	-1	4	-5	0	0	0	0	0	0	0	0	0	-2

OVERALL MEMBERSHIP

Primary memberships, as of May 1, 2023, stand at 2,366. Combine that with 1,345 family (associate) members, and NNJR's total membership currently remains steady at 3,711:

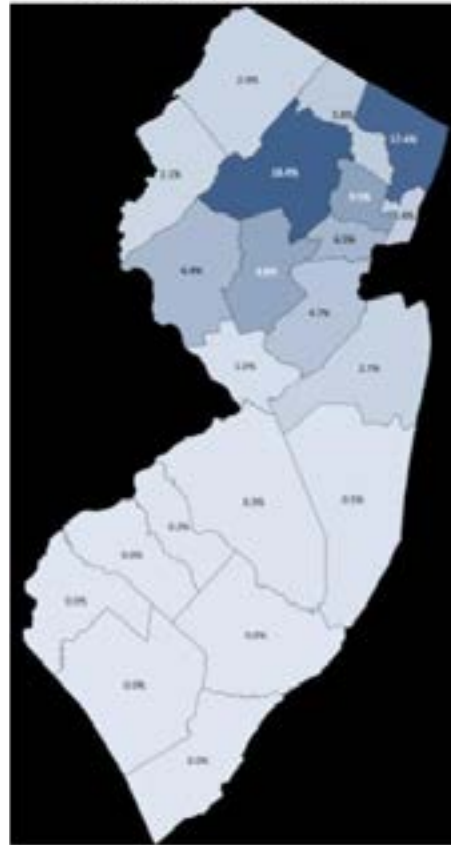
NNJR PCA Primary and Family Member Trend



NNJR PCA Primary Member Distribution

APRIL 2023

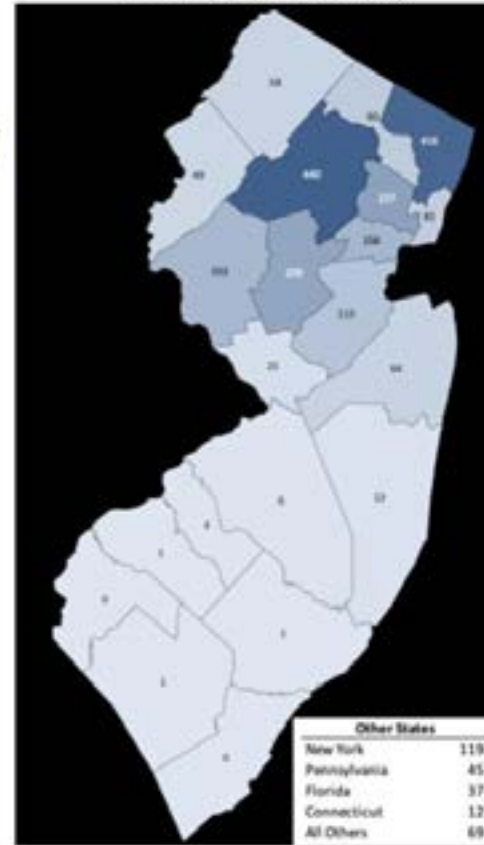
Distribution By County



Key



Members By County



Key Insights:

88% of NNJR Members Reside in New Jersey

79% of Jersey NNJR Members Reside in 9 Counties:

County	NJ % Dist	Cumulative	County	NJ % Dist	Cumulative
Morris	18.4%	18%	Hunterdon	6.4%	67%
Bergen	17.4%	36%	Middlesex	4.7%	72%
Essex	9.5%	45%	Passaic	3.8%	75%
Somerset	8.8%	54%	Hudson	3.4%	79%
Union	6.5%	61%			

12% of NNJR Members Reside in Other States:

New York	5%
Pennsylvania	2%
Florida	2%
Connecticut	1%
All Others	3%

Members with new Porsches

Have a new Porsche? To share news of your new Porsche on this page, please send an email to membership@nnjr-pca.com. To have your new car featured on the NNJR website, please email the file to webmaster@nnjr-pca.com.

MEMBER ANNIVERSARIES

50 Years
Jon & Wendy Smith

45 Years
Dan Korb & Suzanne Barker

40 Years
Howard & Lynn Mintz

35 Years
Vincent & Brenda De Vivo
William & Margaret Mara
Gary & Stephanie Horman

30 Years
Brian Smith & Judith Falco
Michael Young & Laurel Eckhardt
Michael & Paige Burt
Paul Grandinetti

25 Years
Robert & Debra Nagy
Kok & Diana Wong
Thomas & Grace Calabro
Don & Keith Baker
Massimo Bottino & Max Dreger
Gilbert & Reyne Souza
Cayetano Farcon
George Ivaldi

20 Years
Marti Kalko & Daniel Latshaw
Scott & Donna Olsen
Douglas & Elizabeth Holcomb
Norman & Geoff Mandell
Deron & Macon Siddons

15 Years
Joseph & Brandon Carione
Kim Van Pala Aievoli & Garth Martin
Kevin Chorba & Jan McCutcheon
Thomas & Robin Bravante
Kirk Meighan & Sally DeLorean
Carlos & Sandra Machado
Steven Kalil
Mark Ceres

10 Years
Ward Eldred
Denise Noble
Robert Dahdah
Harold & Ethan Halman
Warren & Jackie Park
Steven & Judy Nelson
Steven & Maria Aloupis
Andrew Korinis & Mary Lynch
Shib Chakraborty & Shubha Mehrotra
William & Susan Merritt
John & Toby Fanburg
John Jennings
Andrew Robinson

5 Years
Lucille Gabel
Jeffrey Headley
Jerry Krieger
Jake Saladino
David Campana
Yvonne Kloehn
Adrian Noe
John DeFini
Jim Goodwin
David Fapohunda
Julio & Bianca Valentin
Brian & Carmen Custer
Pamela Wright
& Daniel Brashler

Bari & Jodi Vitolo
John Capo & Marivi DeJesus
John & Matt Strangfeld

1 Year
Martin Blich
Julio Luna
Emanuel Pinzoni
Inku Yo
John Gonzalez
Lisa Foley
Hadar Maresky
Saad Shahzad
Paul Freed
Claudio D'Alberti
John Diaz
Carlos Irizarry
Jay Steiner
Olof Bergqvist
Chris Nostrand
Mauricio Rincon
Nick Giardina
Diego Rotsztain
Yongmook Kim
James Vollmuth
Brent Petersen
Srinivas Maddali
Robert Rizzo
Nicholas Denucci
Todd Venezia
Gregg Berkowitz
Victor & Dolores Wooden
Michael & Maria Cirlincione
Yu & Maria Xiao
Andrew Sanchez
& Mariza Antonio
David Chow & Ramon Domingo
Andrew & Roksolana Kyzyk
Allen & Sally St. John
Louis & Vincenzina Pedalino

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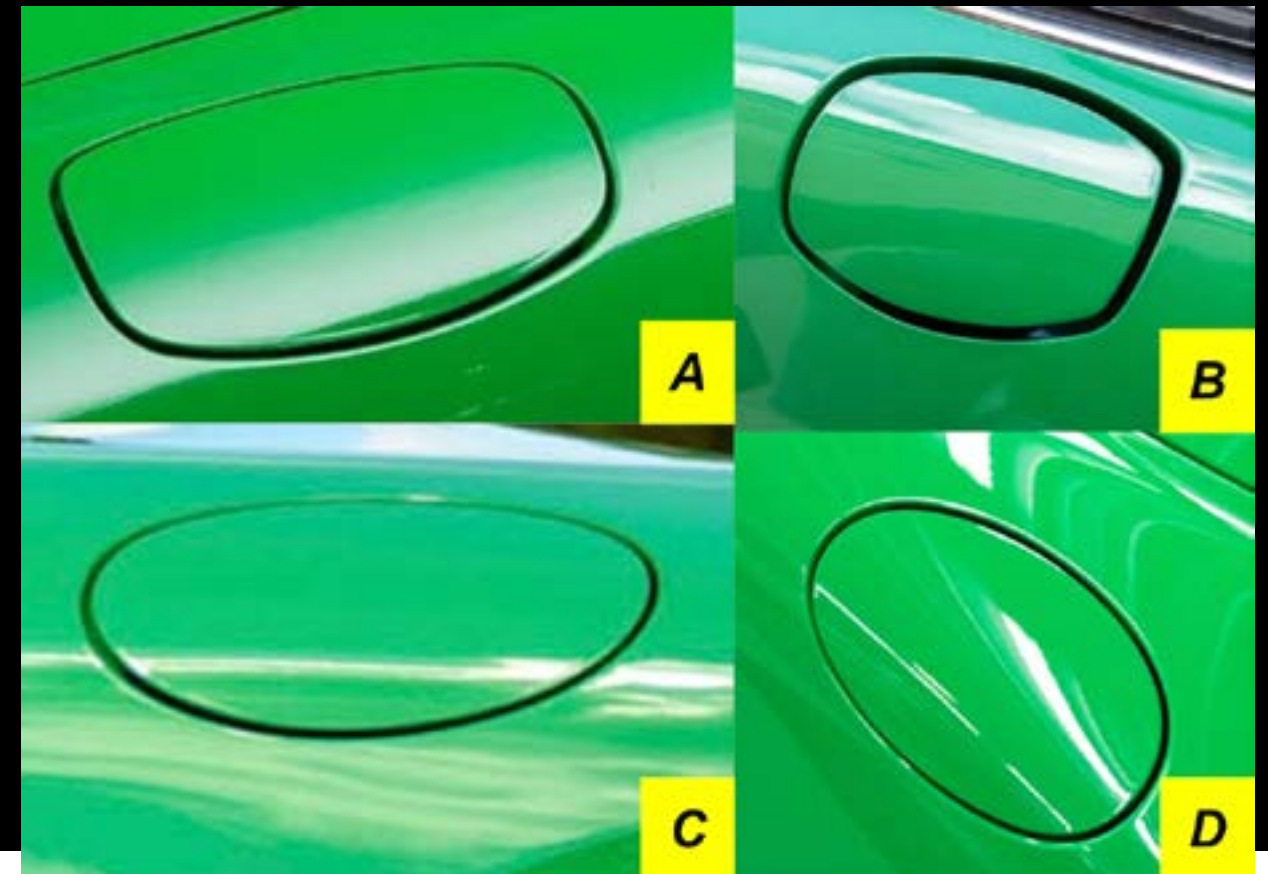
Informal Name **Suffix** **Phone Number** **Birth Date**

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Porsche's Iconic 911 of all vintages feature egg-shaped filler doors. The collage above contains four images of filler flaps from several Viper Green Porsche 911's. One of these is different from the others. If you think you know which one, scan the QR code to enter. All correct answers will be entered into a drawing to win one (1) Porsche Stainless Steel Thermos, a \$35 value. Look for the answer and the winner to be announced in the next issue of PorscheForus!



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Lorna Holowach (973) 670-8209
gholowach@embarqmail.com



1985 Porsche 928S Automatic. Colorado Barn Find. Condition #4. Full service (including Porcken Tensioner upgrade) is two years old. New carpets, recovered dashboard, and console. One-year-old set of Conti Extreme Contacts. Extensive video documentation on my YouTube channel. I hate selling, but funding my Daughter's upcoming wedding and my small business are motivating factors currently. **\$11,900.**

Rudy Samsel (908) 295-7330
rudy@guyswithrides.com

PORSCHE PARTS

Trying to make room for spring! For the following items: contact Bill at 908-647-5920 or gilbert4@rcn.com

Photos of all items here: <http://bit.ly/3Sll0Ki>

1) Virtually NEW FLO-FAST professional model fuel (and other) pump

New condition FLO-FAST professional model pump. Works great (and fast!). Used once. Fits any wide mouth fuel jug, etc. Adjustable intake pipe for different height containers. **\$175 OBO**
Details here: <http://bit.ly/3ZtHmCH>

2) SureCharge IV Battery Tender

SureCharge IV battery charger/maintainer: works great. Has kept my Porsche batteries in great condition for months during the winter. **\$40**

3) AIM Cables

AIM power cord for Solo2 DL with RPM input. **\$50**
AIM cigarette lighter power cord for HD SC, other? **\$25**

4) HANS quick connect snaps

HANS quick connect with mounting screws, etc. **\$50**

5) 944 and 968 M030 springs, shocks

Turbo S / S2 / 968 M030 front springs. **\$250 OBO**
Turbo S / S2 / 968 M030 Koni rear shocks. Adjustable Koni's. **\$250 OBO**
944S Sport Suspension front springs. Fits all 944/968 except M030. **\$50 OBO**

6) 944/944S/944 Turbo Owner's Manuals

Owner's manual and maintenance book from my 1987 944S. Includes original leather cover. Excellent condition. **\$200**

7) Lexan front (bra) for 944 Turbo, 944 S2

FREE Lexan bra fits all 944 Turbos and 944S2. This one has some damage but is usable. Pickup only; too bulky to ship.

Set of wheels and tires for 2018 GT3. Wheels are center mount OZ Ultraleggera matt graphite silver (2) 9" X 20" fronts and (2) 11" X 20" rears. Like new Tires mounted with TPS are Michelin Pilot Sport 4S (2) 245/35-20 fronts and (2) 305/30-20 rears. New in 2022 mounted and never used. Set cost \$5,400. **Asking \$2,500.** Additional photos available upon request.

Steven Kalil 57 Marion Ave Staten Island NY, 10304
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OEM Sand-beige seat covers. Brand New passenger-side back rest seat cover. All others in lightly used condition. Original Equipment, Factory, OEM, Porsche 911-997 1st & 2nd Generation 997 and Boxster Cayman 987.1 and 987.2 Beige Leather Seat Cover. This is a Genuine Porsche replacement seat covers. Fits Porsche 997.1 and 997.2 from 2005 to 2012 with Heated and Air Condition seats. It will fit all versions of 997 models from Carrera Base model to Turbo S. Seat cover will also fit Boxster Cayman 987.1 and 987.2 all versions from 2005 to 2011. A direct replacement for Porsche 911-997 and 987 Seats. **\$1,850**
Please contact Steve 973-838-7871



First-Generation Cayenne Wheels. 19" set of four. Driver quality. Use as-is or restore them. The Blizzaks currently mounted on them are over ten years old ARE NOT recommended for any driving! **\$300**
Contact Robert H. at (609) 351-8010

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NNJR member is looking to purchase a 356 Coupe or Cab! If you know of one for sale please contact Robert Shelbourne at 215 809 4900

I would like to buy your 2015-2016 Boxster GTS manual trans.
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