

# The *Lagniappe*

Volume 21 - No. 2

May 2006

## Dyno Day At Thunder Racing



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**Official Publication of Whiskey Bay Region - Porsche Club of America**

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## Past President

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## Membership Meeting

**May 11th**

**7:00 pm**

**Don's Seafood Hut  
4309 Johnston Street  
Lafayette, LA 70503**

Our meeting site alternates  
between Baton Rouge and  
Lafayette on an every other month  
basis. Meetings are held on the 2<sup>nd</sup>  
Thursday of each month.

**Editorial Policy:** Lagniappe is the official publication of Whiskey Bay Region - Porsche Club of America (PCA). The newsletter is published monthly and is intended to keep members informed about events and as a tool to facilitate the exchange of information relating to Porsche cars. The opinions expressed in articles are those of the author(s) and are not necessarily those of the officers or members of Whiskey Bay Region or the Porsche Club of America.

**Submission of Articles:** Articles by members are welcomed and encouraged. The editor must receive articles or pictures by the end of the month preceding publication. Articles from this publication may be reprinted by any chartered region of the Porsche Club of America provided the author(s) and "Lagniappe" is credited, along with the original date of publication.

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**Front Cover:** Mike and Lynn Hamza's 944 being hooked up for a dyno reading.



## President's Corner

Wow! what a couple of months we have had, with a Dyno, driving events (and another one coming up on April 30 at No Problem Raceway), and next month a fun road rally. I am so pleased with the participation of club members. Little did we imagine that the DE on April 30 would sell out, when only a month ago Whiskey Bay and Mardi Gras were talking about if we could have a successful DE financially. Well folks, you are making it work!

New members as well as members that have been with the club for a while are putting together interesting things we can do with our cars. I thank everyone for their interest and participation.

The web site is almost finished which will help all of us stay in touch and plan for future events. Our logo shirts should be available soon along with caps.

The club is building steam and this is great. Our last several meetings included more than 20 attendees. Some of the things suggested that we need are:

1. Rally masters to plan some rallies
2. Need volunteers to set up social events - golf, driving and socials
3. Articles for our Newsletter. Just write and send to Diane at: [jacb26@bellsouth.net](mailto:jacb26@bellsouth.net) (include pictures if applicable).
4. Photographers for events we participate in..
5. Membership follow up. New members need to be welcomed.
6. Ideas for fun events and volunteers to do the planning and manage to event.

We are all busy but if we spread it out among us we can do a lot of things. Thanks to all of your for help and participation.

*Ron Gaubert*

**Editor's Note:** Those members who are not registered to attend the Driver Education on April 30 at No Problem Raceway, Belle Rose, LA, are welcome to come out to the track to see what Driver Education is about, do some socializing with other members and just have a good time watching the cars and, of course, talking about cars.

Directions to the track can be found at [www.noproblemraceway.com](http://www.noproblemraceway.com)

## Editorial Ramblings

Most members – at least those for whom we have a proper email address – received this newsletter as a pdf file. We hope you like it. Using a pdf format allows us to have more content (pages) and you get to see the pictures in color.

When the new website is up, future newsletters in pdf format will be posted there and you will get an email indicating that a current issue has been placed on the website. Until that time, you'll continue to receive the newsletter as a pdf file via email. A hard copy (smaller than the pdf version, due to printing costs) will be mailed to those members for whom we do not have an email address. There will be a lag time between the dissemination of the pdf file and the hard copy due to the time it takes to have the issue printed, folded, stamped, addressed, hauled to the post office, and post office delivery time. When the website is up, a letter will be mailed to these members indicating that all future newsletters are available on the website. Since we don't have working email addresses for these members they will not receive update notices...unless they want to furnish the editor or president with their current email address.

To read the newsletter in pdf format you will need Adobe Reader. If you do not have Adobe Reader you can find a free downloadable one at [www.adobe.com](http://www.adobe.com) under the support link.

## What's A Road Rally?

by – Diane Butler

Road rally events can range from fun and quirky gimmick rallies to serious time/speed/distance (TSD) competitions. Our region is blessed with some great little back roads and we try to find those that are both scenic and offer a nice driving experience...such as the St. Francisville area, and River Road with all the old beautiful plantations, and through the winding bayous of the Acadiana area. A rally will usually end at a restaurant where the contestants may enjoy lunch and conversation while waiting on the results to see who won.

*Continued on page 5*



# Dyno Day - Porsches at Thunder Racing

by – Mike Jimenez

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*Most of the tested cars are stock but have the usual exhaust and chip upgrades, and the results bear this out. For most cars the rear wheel horsepower was within about 10 percent of factory rated horsepower...*

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On Saturday, March 4, seven Porsches and one CRX racecar converged on Thunder Racing in Baton Rouge for a few moments of truth. Each car was tightly strapped front and rear to the 1200 hp chassis dynamometer for a minimum of two exciting full power 4<sup>th</sup> gear test runs, and each owner was provided curves for both horsepower and torque at the rear wheels over the full rpm range. All of the dyno runs were completed in less than four hours, and there were no big surprises. None of Whiskey Bay's stock Porsches approached the 900 hp recorded by a highly modified GM racecar.



Mike Jimenez's 3.6 C2 coupe

The Thunder Racing technicians told us that for most rear wheel drive cars, flywheel horsepower is generally about 20-22% higher than rear wheel horsepower. The difference is due to friction losses in the drivetrain. Most of the tested cars are stock but have the usual exhaust and chip upgrades, and the results bear this out. For most cars the rear wheel horsepower was within about 10% of factory rated horsepower, confirming Porsche's reputation for conservative ratings. Mileage did not seem to be a factor, as high mileage cars did as well as relatively new ones.

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Mike Jimenez's white 1990 3.6 C2 coupe put out 227 rear wheel hp (about 275 hp at the flywheel) at a relatively low 5600 rpm, confirming the B&B exhaust tuning which provides peak gains at mid-range rpm. Due to the light weight of about 2960# this "grunt" engine accelerates the car crisply.



Phil Goblen's 3.2 Carrera coupe



John and Sharon Goddard's 968



John and Sharon Goddard’s black 1994 968 was runner-up with 201 rear wheel hp at a surprisingly high 6500 rpm.

Mike & Lynn Hamza’s powerful yellow 1989 944 S2 racecar (front cover picture) put out 189 hp; and Philip Goben’s pristine white 1988 3.2 Carrera coupe was right behind, making 186 hp.

Gary Hand’s gorgeous black 1999 Boxster made 168 hp at the rear wheels.

Gary Hand’s Boxster

Ron Gaubert’s beautiful green 1982 911SC Targa was not run up to the redline because of a malfunction resulting in a lean fuel/air mixture, but made 157 hp well below peak rpm. Thunder Racing’s technicians get a direct read-out of fuel/air mixture, and protect their customers’ engines by refusing to make full power runs when mixtures are too lean



Ron Gaubert’s 911SC Targa

Kenneth Suire’s red 1989 2.7 944 put out a solid 144 hp at the rear wheels.



Kenneth Suire’s 944

Gary Rebstock brought his “new” 1988 CRX playcar (for NPR “bracket” racing) to get a baseline. With it’s high output 1.6 liter engine this little 2000# racecar made 123 hp at the front wheels, with an ear-splitting exhaust note like a formula 1 racecar or motorcycle. Gary is hoping for more power when he begins tuning the engine, and the car already outperforms his SCCA championship-winning CRX. At NPR Raceway’s 1.8 mile road racing track these little Hondas are thrilling, the next best thing to a go-kart. Gary runs impressive lap times at NPR equivalent to 3.6 Carrera or 944 Turbo stock class racecars.

It was a beautiful sunny spring day and turned out to be a nice social occasion as well. The event was well attended with friends, wives, and significant others. As usual, the western contingent outnumbered those from Baton Rouge. Several other Whiskey Bay members dropped by to watch the dyno testing and chat with friends. Diane and Jack Butler not only organized the event by coordinating with Thunder Racings’s Paul Freeman, but along with Jonathan Seal of Brian Harris Porsche, provided morning refreshments.



Gary Rebstock’s CRX racecar

Owners Angie and Geoff Skinner reduced Thunder Racing’s normal dyno rate of \$100 to \$55 per car for Whiskey Bay’s outing. Their three skilled technicians Philip “Stew” Stewart,

Brad Barrington, and Jonathon Gibson did a fine job of carefully strapping down and preparing our cars for the dyno runs. Thunder Racing's main expertise is tuning 1998 and later Ford and GM EFI engines.

We are already looking forward to next year when we can run again and see the results of our latest modifications!



Miles Pollard standing by a nice old Alfa that was at Thunder Racing



Ben Cherbonnier and his new Cayman



Ron Gaubert and Jim Karaba



Jim Karaba, Mike Hamza, and Kenneth Suire



Gary Rebstock and Mike Jimenez



Tracy and Phil Goben, John Goddard

*What's A Road Rally – Continued*



Mike Hamza, Gary Hand, Jack Butler

**Gimmick Rally** - This is the type of rally Whiskey Bay most often employs and that is what the upcoming **Porsche Pentathlon Road Rally** will be on May 21, 2006. Gimmick rallies are non-serious rallies that employ a theme such as a scavenger hunt, or poker card draw, or trivia questions based on signs encountered along the route. The object is to have some fun while still being competitive and doing so while driving through areas of interest and scenic beauty.

Teams follow a route on public roads using a set of written route instructions. At each manned checkpoint the contestants perform a feat of skill or luck.

We hope that on May 21 you'll join us for some fun!

## Porsche Pentathlon Road Rally

May 21, 2006

Meeting Site: YMCA parking lot, 8100 YMCA Plaza Drive, Baton Rouge, LA (Off Perkins Road)

Registration: 10:00-10:30am

Fee: \$10 per team (car)

1<sup>st</sup> car out: 10:45am

**What to bring:** A clipboard or other hard surface to hold your route instructions and to facilitate answering questions when needed. A pen or pencil. **Ladies**, at manned checkpoints you will have to exit the car and, along with your team member, participate in a non-strenuous game. Wear flats or tennis shoes that will enable you to walk across grass or other surfaces.

The rally will take approximately 1-1/2 hours to complete. Rally will end at a restaurant for lunch and awards.

Since this rally will have teams exiting their cars at certain checkpoints and at other "places of interest" it is weather dependent. So if May 21<sup>st</sup> is a rainy day, we'll simply postpone the rally to another day.



**Rallymasters:** Jack and Diane Butler - Please let us know if you plan to attend - [jacb26@bellsouth.net](mailto:jacb26@bellsouth.net)

## Technical Links

Thought I might have a few tech link sources that some of you may not have discovered. This is by no means all of them and some of the more popular ones are missing, but this is all I have room for in this issue. More links will be included in the next few newsletters. Happy reading all! Of course, you will have to type these into your browser. *The Editor*

<http://www.porschepark.org/road/map.html> All kinds of tech articles

<http://early911registry.org/TechInfo.html> General Specs, Brakes, Suspension, Drivetrain/Engine

<http://www.356racing.com/balance.html> Corner Balancing calculator

<http://www.rennsportsystems.com/2b.html> Under the Let's Talk link are short articles about how to make your Porsche run faster

<http://www.analogman.com/911/torquehp.htm> A primer on torque and horsepower

<http://www.pelicanparts.com/index.htm> All kinds of tech articles

[http://www.autoatlanta.com/Life/tech\\_articles.html](http://www.autoatlanta.com/Life/tech_articles.html) Mostly 914 tech articles, but there are some for 928, 993, 911, 944, and 986

<http://944-world.com/> 944 info.

<http://www.cantonia.com/watercooler.html> 944 info.

<http://www.iq.dynip.com/~gary/index.cgi/index.cgi> Boxster Hacks Board

<http://www.tech-session.com/kb/> All kinds of tech articles

## Whiskey Bay Event Calendar

- |                 |  |
|-----------------|--|
| <b>April 30</b> | <b>Driver Education (Mardi Gras Region)</b> at No Problem Raceway, Belle Rose, LA.   |
| <b>May 11</b>   | <b>Whiskey Bay Region Membership meeting</b> 7:00pm at Don's Seafood Hut, 4309 Johnston Street, Lafayette, LA.   |
| <b>May 21</b>   | <b>Whiskey Bay Region Porsche Pentathlon Road Rally</b> , Baton Rouge, LA. See event notification in this issue for registration time and other pertinent information. |
| <b>June</b>     | TBA (perhaps a tech session or Sunday drive through the countryside and lunch)   |