

NORTHLANDER

NORTH COUNTRY REGION
Volume 32 Number 2

PORSCHE CLUB OF AMERICA
February 2009



IN THIS ISSUE:

Tech Session #1, Hanzly, NCR Yankee Swap 2009,
February Center Fold photo

PORSCHE

APPROVED
CERTIFIED PRE-OWNED
VEHICLES



100 point
mechanical and
cosmetic inspection

6 Year or 100,000 mile
limited warranty

Whichever comes first if the car is still under
the new car limited warranty.

2 Year or 50,000 mile
limited warranty

Whichever comes first for vehicles outside of the
new car limited warranty.

2003 BOXSTER

Seal Grey over Black Leather, 5 Speed, Perfect
with 25,000 Miles, #D1097

\$23,900

1999 CARRERA CONV.

Black/Black, 50,000 Miles,
6 Speed

\$28,900

2006 BOXSTER

1 Owner, 12,000 miles, Midnight Blue over Grey,
Rare 6 Speed with Sport Package, #P1048A

\$34,900

2005 CAYENNE S

1 Owner Fla vehicle, Dark Blue over Beige,
Immaculate with 30,000 miles, #D1090

\$35,900

2007 CAYMAN COUPE

1 Owner, 3,300 miles, Midnight Blue over
Beige, Spotless and Well Equipped, #D1083A

\$41,900

2006 CAYENNE S TITANIUM

Silver, 6,000 Miles, Demo

\$49,900

Porsche of Stratham now offers...

- A new, larger, modern facility conveniently located on the seacoast of scenic southern New Hampshire.
- A selection of new and certified Porsche models unequaled by any dealer in the area.
- Highly attentive, qualified and knowledgeable sales professionals.
- A state-of-the-art service department that only employs factory-trained technicians and uses only the very latest in diagnostic and repair technology.

**FREE Roadside Assistance • FREE Key Replacement
FREE Loaner Cars • FREE Pick-up & Delivery***



**New Hampshire's ONLY
Authorized Champion Dealer!**

International Cars, Ltd.
An Employee Owned Company

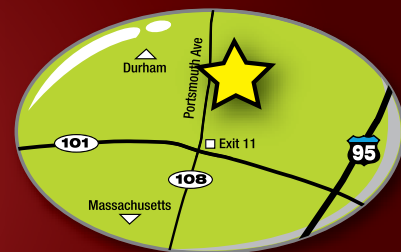


PORSCHE

*See dealer for details.

**PORSCHE
OF STRATHAM**

Wherever You Are... We Are There!



60 Portsmouth Ave. Stratham, New Hampshire

(800) GREAT CARS • www.PorscheofStratham.com



NORTHLANDER

NORTH COUNTRY REGION
Volume 32 Number 2

PORSCHE CLUB OF AMERICA
February 2009

Editors

Tracey Levasseur
207 247 3385
NCRNorthlander@ncr-pca.org

David Churcher
603 799 4688
NCRNorthlander@ncr-pca.org

Advertising

Matt Romanowski
603 674 3250
advertising@ncr-pca.org

Web site

www.ncr-pca.org

Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the **Northlander** and the author.

The regular article and Advertising closing date for the **Northlander** is the 1st of the month preceding the publication month. See page 42 for advertising rates.

Upcoming Events

- 5 Calendar
- 31 Parade 2009
- 34 Zone 1 Concours d'Elegance & Rally

Features

- 11 Looking Back
- 15 Tech Session #1
- 18 Thrill Rides 2009
- 19 Hanzly, Mein Hanzly
- 20 NCR Yankee Swap 2009
- 22 February Centerfold
- 24 A Little Coordination
- 42 BTW

Departments

- 4 Board of Directors & Committee Chairs
- 6 President's Message
- 7 Editors' Desk
- 9 Membership
- 10 Vice President's Column
- 13 Drivers' Ed
- 35 The Mart
- 36 Safety
- 40 Business Card Exchange
- 42 Advertisers' Index



15



20



7

On the cover



On a particularly nasty January day our President parked Turboma and headed for the warmth of her office. A quick glance over her shoulder revealed a touch of warmth and a stunning picture. Ivy left the warmth of the office for a few minutes taking with her Hank's Nikon ... and snapped our cover photo for February.

BOARD OF DIRECTORS

President	Ivy Leonard	(H) (603) 380 3782	president@ncr-pca.org
Vice President	Jay Gratton	(H) (603) 498 8576	vice-president@ncr-pca.org
Secretary	Paul Tallo	(W) (603) 594 9696	secretary@ncr-pca.org
Treasurer	Pete Petersen	(H) (207) 646 5402	treasurer@ncr-pca.org
Past President	Miriam Dunster	(H) (603) 659 8592	past-president@ncr-pca.org
Membership Chair	Lisa Roche	(H) (978) 534 0118	membership@ncr-pca.org
Newsletter Editors	Tracey Levasseur	(H) (207) 247 3385	ncrnorthlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	ncrnorthlander@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org

COMMITTEES

Advertising Manager	Matt Romanowski	(H) (603) 674 3250	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	Brian Arenstem	(H) (603) 520 6034	barenstem@metrocast.net
Charity	Paul Tallo	(W) (603) 594 9696	charity@ncr-pca.org
Chief Instructor	Steve Gratton	(H) (603) 456 2131	chief-instructor@ncr-pca.org
Concours	OPEN		concours@ncr-pca.org
Drivers' Ed	Paul Frucci	(H) (603) 491 2265	drivers-ed@ncr-pca.org
Rally	Jim Gratton	(H) (603) 498 8574	rally@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org
Senior "Advisors"	Edgar and Nancy Broadhead	(H) (603) 526 6578	EdNan@TDS.net
Social	Janet & John Leach	(H) (603) 433 4450	social@ncr-pca.org
Technical	Jack Saunders	(H) N/A	tech@ncr-pca.org

10
21
28

FEBRUARY 2009
AT A GLANCE

Date

Event Information

Contact

February 10

Board Meeting

president@ncr-pca.org

February 21

Converting Old Carburetor CIS System
to Fuel Injection EFI System. Location:
Sports Car Work Shop ... Corey Jacques
... see page 41

tech@ncr-pca.org

February 28

Zone 1 Tech Tactics
Location: Farnbacher Loles, Danbury Ct.

tech@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



Ivy Leonard

Region Helping Region...Amelia Island and the Florida Crown Region – Sparking the interest!

Many region presidents and board members are worrying about the economy and club participation. We are all hoping that things get better for everyone. I want other members to see "as I stated last year" that sometimes team efforts can make it happen. Regions working together with other Regions, members teaming up with other members to cut the costs down. Sometimes there are ways...other times they are not.

Events don't have to cost lots of money. It's about everyone getting together. Just remember it is not about the cars it is about the people. Whether you drive a 914 or a GT3RS when getting together in a group or at a function we are all the same special people!

Joining in with other regions makes you realize they are about the people as well. As one of the Florida regions proved to me in my attempts to get to the Amelia Island Concours last year. Group efforts made it happen, made a dream of mine come true!

Amelia Island Concours... I heard talk of it many times including from NCR's very own Paul Beck. He would tell me what a spectacular show it was with many wonderful cars on display for viewing. One of the best in the country Paul would tell me.

Then last March it hit me...again NCR's very own Hank Cowles (my mentor) was golfing on Amelia Island with son Colin and his buddies. Hank got wind of this spectacular event and gave up a day of golf to attend. "It must be something special if Hank gave up golf."

Anyway Hank returned from his trip to Amelia Plantation and downloaded the concours pictures on his computer. After doing so he called me in to look at some of the cars. I was mesmerized, amazed, and speechless all at the same time. I could not believe how beautiful the cars were.

At that point I said to myself, I want to attend that concours someday. I then voiced it to Hank that day. He assured me it was something I would absolutely love if I ever had the chance to go.

As the winter began approaching...who wouldn't think of escaping to Florida to get away from some of this NH snow! Sometime early December I really had the thought in my mind....I just had the Amelia Island itch!

Huh...wouldn't you know it, as somewhat of a joke I received a ticket for Christmas! Yah...I know that is really funny you are thinking. I thought the same thing. Great I have a ticket to this spectacular event for March 9, 2008.

It seemed so far away, not to mention how the heck was I going to get there? You see I was on a limited budget at that point and thought there is just no way I could make this happen. Just no way.

As the winter months passed on with snow banks 15 feet high or better, snow storm after snow storm, I really wanted to get away for just a couple of days.

That is when it hit me...I asked Miriam Dunster, NCR president, if she would be interested in attending and splitting the trip with me to help out with the costs. Not to mention I knew Miriam needed a break as well.

Miriam thought it sounded like a spectacular idea and we both did some research. Things did not look so good. Miriam and I could not find a hotel on line available, not to mention the flights

continued on page 28 ...



Photos: Hank Cowles



Tracey Levasseur

Australia's Holden car manufacturer still produces the Ute ...

... maybe if there's a future demand Porsche may come out with its version of a ute. Now that would be an interesting vehicle!

In last month's issue the "pin-up" in the centerfold was of Porsche's new Panamera. After 60 years of producing sports cars Porsche's decided to fill another market niche by adding two extra doors to its cars. More power to them. The car looks a bit strange but it just may take some getting used to seeing a four-door Porsche, as it did when the Cayenne came out.

After seeing the Panamera I was thinking about other strange looking vehicles. Then I saw a new set of Australian stamps to be issued this year. Called Inventive Australia, the set depicts every day items that were invented by Australians. Among these are the Esky (we call it a travel cooler in the US), the Speedo and a strange mongrel of a vehicle called a Ute.

Short for utility vehicle (Aussies like to abbreviate EVERYTHING!), legend has it that in 1932 a farmer's wife wrote to Ford Australia asking them to produce a vehicle versatile enough for her husband to drive her to church on Sunday then carry a load of pigs to market on Monday morning. A young engineer named Lewis Brandt is credited with creating such a



Australia's Holden EJ ute

vehicle, although some sources give credit to engineers James K. Wagner and John Gunnell.

Regardless of who actually drew up the plans, the Ute became the first combination car-truck, over 25 years before America saw Ford's Ranchero and Chevrolet's El Camino and almost 50 years before Subaru's BRAT (Bi-drive Recreational All-terrain Transporter, for those who always wanted to know). What a strange machine! The Ute looks like a car from the front and it shares a



The 1981 El Camino "ute" once owned by the editor. Note the plow attachment still visible under the front bumper.

continued on page 29 ...



It's impossible not to rush some relationships.

Simply placing your hands at the control of a sports car with such a winning heritage is enough to make your heart race. Combine that with its ability to connect seamlessly with the road, and it's clear that a passion like this will not wait for long. There's never been a smarter time to own a legend. Porsche. There is no substitute.

Porsche of Nashua is the fastest growing Porsche dealership in New England. We pay top dollar for pre-owned Porsche trades.

Porsche of Nashua

(800) NEW PORSCHE
170 Main Dunstable Road
Nashua, NH 03060
www.porschenashua.com



PORSCHE



Lisa Roche

New Members:

Roger G. Mello
 Roger Mello, Jr.
 Amherst, NH – 1999 Boxster

Member Anniversaries:

1 Year:

Ryan Marcouillier
 Richard Marcouillier
 Manchester, NH – 1973 914

2 Years:

Jeffrey D. Forsyth
 Susan Forsyth
 Amherst, NH – 2002 911

Philip O. Jefferson
 Kim Barnes Jefferson
 Cambridge, MA – 1988 911

Arlen M. Rasco
 Bedford, NH – 2002 Boxster S

Carl B. Schulz
 Kathy Sirah
 Brookline, NH – 2004 Boxster S

Jeffrey P. Sullivan
 Auburn, NH – 1992 964

Phil Zarrow
 Ellyn Torres
 Durham, NH – 1985 Carrera

5 Years:

Salvatore C. Calvino
 Bedford, NH – 2004 Cayenne S

William H. LaFontaine
 Campton, NH – 2004 911-C4S

David H. Zrimsek
 Christine Zrimsek
 Somersworth, NH – 1986 944

10 Years:

Bruce R. Blakeley
 Alice Blakeley
 Nashua, NH – 2002 Boxster S

David A. Logan
 Carla Logan
 Tyngsboro, MA – 1991 911

Steve Malinsky
 Phyllis Malinsky
 Canterbury, NH – 1999 911

15 Years:

Jay E. Gratton
 Jaime L. Gratton
 Manchester, NH – 1988 924S

50 Years:

Edgar I. Broadhead
 Nancy Broadhead
 New London, NH – 1967 911S



Jay Gratton

I can still recall my stomach being tied up in knots as I drove into the track for my first day...

Life is filled with "first" moments for all of us. Of course there are the ones we don't remember such as our first step or first word. Luckily for me, I hold my "first" moments, that I can remember, extremely close to me. I still remember my first day of school and standing at the bus stop with my crying Mom and my older sister who was not thrilled to have me at her school. I remember my neighbor Chris teaching me how to ride a two-wheeled bike for the first time and the bruises I came home with. I remember my first little league hit that I got when I was in the 2nd grade off of Matt Romanowski (truth be told that Matt Romanowski struck me out on 3 pitches and I still remember that too). I still remember my first job (Mack's Apples), car ('73 914 2.0), school dance and my 1st grade girlfriend (Oh sweet Sarah). I find it humorous how many of these "firsts" shape us into who we are today.

I am sure each of us can remember our first Porsche Club event. I know my Mom and Dad's first official North Country event was in 1988 at the Tri-Region Rally in which they won (shocking I know) in their 1983 944. Although I went to many NCR events when I was little as a back seat passenger, my first official Porsche Club event that I took part in was the 48 Hours @ Watkins Glen DE event in 1997. The way I looked at it, I figured if you are going to do a PCA event, why not start with a driver education event @ the best track on the east coast. How ironic was it that I was doing my first DE event in the same 1973 914 2.0 that was my first car! I can still recall my stomach being tied up in knots as I drove into the track for my first day. Here I was in my little 95 hp 914 with all of these RSA's, 993's and 951's. What had I gotten myself into? Of course my fears were lessened when I found out that Phyllis Stibler from NCR was my instructor. Phyllis was and is one of my all-time favorite NCR people and I rallied with her many times as her navigator before I had my license. Obviously the comfort level was extremely high with Phyllis.

I had seen the Glen a few times on TV and I had been there before with my Dad for his DE events in the past. So when Phyllis took me out for my demo laps with her driving my beloved 914 I felt excited, nervous, cold, hot, stressed and relieved all rolled up into one. Everything Phyllis said was clear and precise and her constant

encouragement that I could do this was a great help. After two laps Phyllis brought the 914 into the pits and we switched and it was my turn to drive. I launched the 914 onto the track (or at least it felt that way to me, I think I was barely in 2nd gear) and we slowly worked our way around the track at a slow and controlled pace trying to learn my breaking, turn-in, apex and track out points on the track. Phyllis and I had a wonderful time and she continued to compliment me and build my confidence. My first run was a success and I loved every second of it, but I was still a little overwhelmed with all of the information that was thrown at me. Phyllis let me know that my feels were normal and that every run group I would continue to improve little by little. You know what? She was right! As each run came and went I continued to increase my consistence in the turns and I continued to "squeeze" the gas on a little more in every corner. Being in the green run group (novice group) I was even passing a few cars as well which was very good for an 18 year olds ego driving an extremely underpowered 914.

The two days went by all to fast and what a wonderful time I had on the track and with my fellow NCR members. The fact that my Mom, Dad, Uncle and Aunt were there made it all the better as well. Now that I am a DE Instructor, I still look back on my first DE event and recall how I was feeling and how Phyllis instructed me, eased my fears and got the best out of me that weekend. I am constantly using the lessons I learned that weekend in my instruction today and hopefully it is making as much of a difference to my students as it did to me 12 years ago.

North Country Region is an amazing group of people. For those of you who have never attended an event before or who do not make it out very often. Consider 2009 the year you try and change that. Attend a rally, wash and vacuum the car for the concour, come to a social event or a tech session. Or even better, sign up for one of our DE events and experience why our Porsches are such amazing machines. Heck, you can even request Phyllis Stibler to be your instructor and see her passion for performance driving first hand. Be warned, DE is addicting and there is no cure for it (thankfully).



Judy Hendrickson

LOOKING BACK

There is so much mystery surrounding the CIS (continuous injection system) ...

This month's selection is actually two technical articles — one on interchangeable/substitute parts from the February 1979 issue, Vol II, Number 2, and the other on CIS Fuel Injection from the February 1999 issue, Vol XXI, Number 2. The reader should note that the VW's spoken of in the first article are the old style beetles and micro buses of the 60's and 70's not the modern day water cooled replicas.

From February 1970 issue, Volume II, Number 2

TECHNICAL

by Michael Grishman

Have you ever wondered how to save money on parts? Haven't we all. We know there are some parts which are common to both Porsche and Volkswagen the trick is to know which ones. I will try to give you a few interchanges to start you thinking. If you come up with others please let me know.

When it's time to repack or replace wheel bearings, try the following VW parts which are exact replacements. Inner grease seals for the front wheels of all disc brake Porsches (356C, 911, 912 and 914) use VW part no. 111-501-315, (Porsche part no. 999-113-077-50). This seal is used on the rear of 1969 and later VW bugs. The front wheel bearings used on all disc brake Porsches are the same as VW microbus. The inner bearing is VW no. 211-405-625, (Porsche part no. 999-059-006-00). The outer bearing is VW part no. 211-405-645, (Porsche part no. 999-059-009-00).

All 356 series Porsches had king and link pin front ends, so did all VW's up until 1965. The king and link pin repair kits are interchangeable, in fact the link pin you buy from your Porsche dealer will have the VW emblem stamped on the end.

All four cylinder Porsches produced up until 1960 will use VW ignition point no.111-998-051.

All 1966-1969 911's and 912's using Lobro axles can use VW axle boot part no.113-501 -151.

All 356 and 912 Porsches can use push rod tube seals carrying VW part no. 111-1019-346. These were originally used on all 36 hp VWs.

As we come up with more interchangeables we will publish them. If you have others you can add, please share them with us.

(Part of this article is reprinted from an article I wrote for the May 1977 issue of *Porscheforme*, the newsletter of the DownEast Region, PCA.)

From the February 1999 issue, Volume XXI, Number 2

CIS Fuel Injection Operation
Bob Tucker, NCR-Webmaster

There is so much mystery surrounding the CIS (continuous injection system) fuel system Bosch has dubbed K Jetronic, I wanted to try and make sense of it all for Porsche owners. The bits of the system include the fuel pump, pre-pump on some models, fuel filter, accumulator, fuel distributor, warm-up regulator, injectors, auxiliary air valve, air sensor plate, cold start valve, thermo-time sensor and on newer models an oxygen sensor, frequency valve and mixture control unit were added (see figure 1).

Pump – Electrical roller type with a check valve to prevent backflow and a relief valve in case of restriction. System pressure = 80 psi or 5.5 bar (14.7 psi = 1 bar).

Accumulator – Large spring-loaded diaphragm to keep fuel pressure up with engine off, also dampens pulses from the pump.

Warm-up regulator – An electrically heated bi-metallic strip operates a valve that controls fuel pressure to the fuel distributor. Many WURs have a vacuum diaphragm that provides enrichment during acceleration.

Fuel distributor – Control center, contains a regulator to keep system pressure constant. The main moving part is a central pin which is controlled by the air sensor plate. When the throttle is opened the increase of air into the manifold causes the air sensor plate to rise and pushes the control pin into the FD which allows fuel out to the injectors. Mixture adjustment is via the 3mm Allen screw, turning the screw clockwise makes the mixture richer, remember lean “put.”

Injector – Mechanical valve that “pops” when the fuel pressure reaches approximately 45 psi (3 bar). All injectors in a CI system spray at the same time the same amount, there is no timing as with mechanical injection.

Auxiliary Air Valve – A mechanical door that is controlled by an electrically heated bi-metallic strip. When cold, the AAV bypasses the throttle plate to allow a fast idle.

Air sensor plate – Balance beam activated by incoming air to the intake manifold. As air pushes the plate up the control pin also is pushed into the fuel distributor.

Cold Start Valve – Sprays fuel into the intake plenum while the starter is cranking.

Thermo-Time Sensor – This sensor detects the temperature of the cylinder head and when below a prescribed temp, allows the coldstart injector to spray fuel.

Oxygen Sensor – A special ceramic that senses the difference between the O₂ in the exhaust (or lack thereof) and the ambient O₂ and produces a voltage which is sent to the Lambda Control Unit to adjust the CO in real time. The voltage fluctuates between a few millivolts and just less than 1 volt.

Check Figure 1 for a crude schematic of how the CIS system works. The diagram I found is from some, dare I say it, water cooled engine.

Let’s take it from a cold start. Cranking the starter triggers the cold start valve to spray into the intake plenum on early models. Due to flooding problems a

thermo-time sensor was added to prevent the cold start valve from spraying fuel for more than 8 seconds as well as when the engine temp was greater than 120°F. The control pin in the fuel distributor moves according to how much air deflects the air sensor plate and is also affected by control pressure. Control pressure acts on the top of the control pin, cold control pressure is low (14 psi depending on model) which lessens the resistance of the air sensor plate to rise. As engine temp comes up the control pressure rises and the resistance increases leaning out the mixture (hot control pressure is 50 psi).

The guts of the fuel distributor (see Figure 2) determine how much fuel is output to the injectors. There are 2 chambers separated by a stainless steel diaphragm -- the lower chamber is system pressure set by a small spring and is adjustable but almost never necessary, When the control pin rises this allows system pressure into the upper chamber, once the pressures in both chambers are equal the spring pressure deflects the diaphragm and lets fuel out to the injectors.

Troubleshooting Tips

Car won’t start – Fuel pump relay bad, listen for pump noise just after clicking the starter. Later models have a switch that will cut off the pump if the engine dies. It works off the air sensor plate and as long as the plate is off the stop, the pump will run. You can by pass the relay if you suspect it is the culprit. Pumps do go bad but normally give you a warning such as excessive noise.

Starts hard cold - This is almost always the warm up regulator. High cold control pressure will make the mixture very lean. The cold start valve will still spray and you will likely fire up for a second or two and then die. In order to see what your control pressure is you will need a set of special gauges which are available at most autoparts houses. Keep in mind that you have fuel pressure at all times, even with the engine off, so be careful when attaching fuel pressure gauges.

Starts hard hot - Several things to consider are system pressure at rest, and CO setting. If the fuel pump check valve won’t hold rest pressure you will have a heck of a time getting going again after the car sits for 5 minutes. The spec for holdings system pressure is that it must hold at least 20 psi for 1/2 hour. CO setting is hard to adjust properly if you don’t have an exhaust analyzer but there is away to get very close. Get your engine

to normal operating temperature. If you have an O₂ sensor, unplug it. Use a vacuum gauge on manifold vacuum, not on the distributor line, and using your 3mm Allen key lean out (counter-clockwise) the mixture until the engine just starts to stumble. The gauge should read about 15 at this point, Now slowly richen the mixture a little at a time, pausing to remove the Allen key from the screw until the vacuum is at its highest point. You may want to rev the engine a bit between adjustments.

If you have a car with an O₂ sensor you can use a voltmeter to get a bit closer. Unplug the O₂ sensor and tap into the wire that sends the mixture signal, on single wire O₂ sensors no problem, on sensors with three wires two are for the heater and the other is the signal. As you lean out the mixture you will see that the voltage will decrease and vice versa. You can use an analog or digital meter. The correct mixture setting will be when the duty cycle is about 50%, this means that the time that the voltage is low will be about the same as when it’s high. Be careful when adjusting CO as a small turn of the Allen screw translates to a large CO change. Once you have the CO set, plug your O₂ sensor back in and roadtest the car.

Figure 1: CIS Schematic

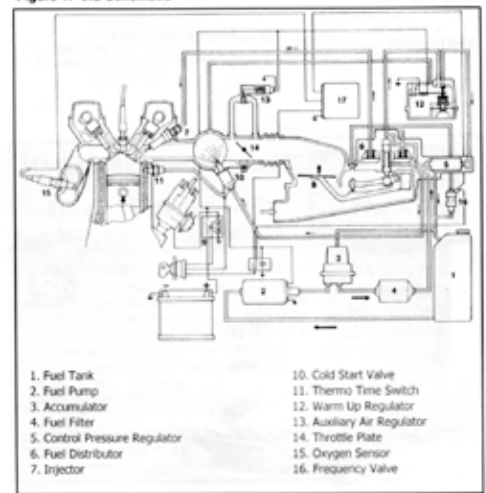
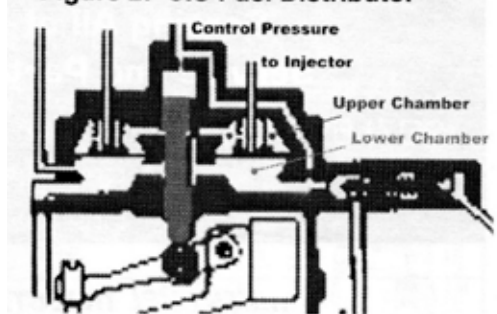


Figure 2: CIS Fuel Distributor





Paul Frucci

As I write this it is -19°F here in Wolfeboro and I continue to wonder why we live here. I know, I know, it's beautiful in the summer and the winter sports are great. Oddly enough, winter is what first drew me to New Hampshire, as I was a fanatical skier. But over the years, I guess I just don't like the cold as much as I did the year before, and the cumulative effect is catching up with me. That's why I'll be spending six weeks in South Carolina starting March 1!!! Enjoy mud season, I'm outta here.

The good news is that with the downtime of winter I've had time to clean up my "new to me" RSA. Paul Jacques so inspired me with the job he did resurrecting my 993 that I've spent more time in the garage than I care to admit to bonding with a heat gun, solvent and a putty knife cleaning carpet glue so I can paint the interior. I've also no doubt had some brain cells evaporate from the solvent fumes. I sure hope it's worth it. I'll let you know next month!

Turning to the topic at hand, DE, your DE committee had its annual operational planning meeting in January to get ourselves organized for the 2009 season. We have an awesome DE team at NCR. We also had great participation from our counterparts on the NER DE committee who drove up from south of the border to join us. Our partnership with NER is working well for both clubs and I'm thrilled with the spirit of cooperation and partnership we've been able to establish. Net result: we are ready for 2009!

One of the biggest topics of conversation was the DE Novice day that we'll be running together on May 18th. Unlike last year, this year our plan is to totally dedicate the day to Novice drivers, rather than try and cram too much into one day by combining it with a normal DE day. The program will include special programs for those who have never attended a Driver Education event, including car control clinics on a skidpad and slalom course, as well as classroom time with pro-driver and coach Dennis Machio, who will be covering basic driving, driving techniques, terms, fundamentals and objectives. There will also be plenty of on-track time for novices, including ride alongs and instructed sessions with experienced instructors. If you have never driven your car on the track and have been thinking about trying it, this is the day for you.

May 19th and 20th will be normal DE days for all run groups and Dennis Machio will be available for individualized coaching sessions for drivers in all run groups.

As you read this, our instructor seminar with Ross Bentley will have been history. I promise a full report in my next update.

2009 DE Season update:

There is one small change on our schedule for 2009. Our one-day August event has been moved from August 5th (Wednesday) to August 7th (Friday). This should be a much better day of the week for us to have a one-day event.

Registration will open on March 1st, so print out our schedule and plan out your season.

May 18th will be our opening event at NHMS and will be a Novice day agenda. NCR hosted. Register with NCR at:

<http://ncr-pca.motorsportreg.com>

May 19th and 20th NHMS. (NCR hosted. Register with NCR at:

<http://ncr-pca.motorsportreg.com>

July 6th, 7th, and 8th, Mont Tremblant (NER hosted. Register with NER at:

<http://www.clubregistration.net>

July 10th, 11th, and 12th, Calabogie (NCR and NER co-hosted. Register with NER at:

<http://www.clubregistration.net>

July 27th and 28th, NHMS (NER hosted. Register with NER at:

<http://www.clubregistration.net>

August 7th NHMS DE. (NCR hosted. Register with NCR at:

<http://ncr-pca.motorsportreg.com>

September 2nd and 3rd, Watkins Glen (NER hosted. Register with NER at:

<http://www.clubregistration.net>

September 10th, NHMS (NER hosted. Register with NER at:

<http://www.clubregistration.net>

September 21st and 22nd, 2 day DE at Lime Rock Club. (NCR hosted. Register with NCR at:

<http://ncr-pca.motorsportreg.com>

October 10th, 11th, 12th, NHMS. (NCR hosted. Register with NCR at:

<http://ncr-pca.motorsportreg.com>

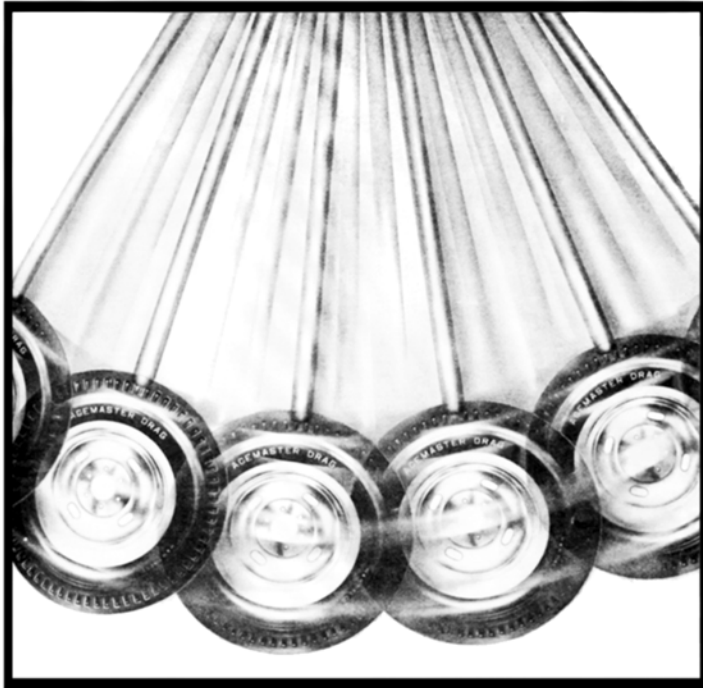
That's it for now. Stay warm and as always, we welcome your comments and feedback. Feel free to email me at:

de@ncr-pca.org

BLAIR TALBOT MOTORS

serving the seacoast since 1984

You are getting sleepy? Very sleepy?



- oil and filter service
- NH State Inspections
- scheduled maintenances
- computer diagnostics
- alignment/tire services
- brakes, belts & shocks
- SAFE, SECURE STORAGE •

TIREd of so-so service?

SNAP OUT OF IT!

Keep your cherished vehicle on the road.

Bring your car to BLAIR TALBOT MOTORS—
New Hampshire's premiere automobile shop.
We specialize in vintage cars.

89 Industrial Park Drive
Dover, NH 03820
www.blairtalbotmotors.com

tel 603-740-9911
fax 603-740-9914
e-mail talauto@aol.com

DIRECTIONS: I-95 to Spaulding Turnpike, exit 8W (sign reads: Madbury);
RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive,
after bend, #89 on right. WELCOME.

Tech Session #1

January 17

at Blair Talbot Motors

Jack Saunders



On January 17, 2009, a beautiful winter's day coaxed over 30 members out of a cold hibernation to enjoy and benefit from Blair's wide ranging, yet detailed Tech Talk, "Maintenance Tailored to Track and Street Porsches." And it was obvious from questions and comments that all learned valuable details that they will apply to their own Porsches, making their driving safer and more enjoyable.

The following are only a few highlights of the wise tips that flowed from Blair's long experience in maintaining Porsches. The only way to get the full benefit of these Tech Talks is to personally attend them, when feasible, because I couldn't document all of the fast flowing facts.

Blair started by pointing out on one of the Porsches on a lift, uneven, excessive tire wear which results when the several suspension components, like sway bars, strut stiffener rods, etc., are not set up correctly. Another cause of poor tire wear (and of course performance) is wheel alignment, which is very important for drivers/owners to appreciate. Because all alignments are not equal! Specifically, when Blair does an alignment, it is done on the latest (and very expensive) precision equipment, normally unavailable in ordinary garages. And to very tight tolerances, most shops don't take the trouble to meet. That has a significant effect on the ride. If you want more detailed smarts on set-up, attend our

March 28 Tech Talk at Porsche of Nashua, given by a true racing pro, Will DiGiovanni, the PCA National Cayman/Boxster tech chair.

A very important comment by Edgar Broadhead, regarding the great handling of all Porsches from vintage 356B's to latest GT-3's (when set up by experts like Blair) even when driven by Driver's Ed novices, was "Don't bring a new GT-3 to the track on your first event." This admonition relates to the truism about the fact it takes a perfect performance by a skilled racer to drive any Porsche to its ultimate design limits, without exceeding the tipping point.

Now on to more mundane aspects of caring for your Porsche to assure the best performance and reliability of old and new cars.

(1) For models (usually starting in 1990) having OBD systems or "On Board Diagnostics," they're both a blessing and sometimes an expensive distraction. For instance, OBDII is phenomenal in saving time and money by accurately pinpointing the cause of a malfunction deep in the bowels of an engine, without the need to tear it down, merely by having a trained technician like Blair, plug in a computer to a convenient receptacle in the car and reading out the fault and its location. However, sometimes the engine/component is okay but the sensor attached to the part itself is defective. At any rate, this is an important enough topic to justify a special Tech Session on April 18 on "Car Electronics and OBDII" to be presented by the local Bosch System expert Dick Horan of Precision Imports in Manchester. He'll help you save money in coaxing an errant "Check Engine" light to behave.

(2) Then Blair drew our attention to one of the most accessible and critical assemblies which all drivers have to deal with periodically, namely the wheel and hub assemblies. Starting with the obvious, when changing wheels in the case of a flat tire or swapping to rain tires at DE or AX we have to use a torque wrench, which is simple, but the devil is in the details. Specifically, the assembly consists of several components: the wheel, hub, the studs and lug nuts (note some cars use bolts and a spindle to center the wheel). When the engineer designs this assembly he carefully selects the materials based on the intended use, i.e. performance vs. highway driving. These materials, such as: hub is likely to be alloy steel; wheel may be aluminum alloy or magnesium (for light weight); studs are probably steel; lug nuts can vary from special alloys for mag wheels and aluminum or steel. They all have different strengths, elasticity and coefficients of expansion which end up determining the exact torque level required to keep the wheel attached to the hub through the operating regime over a wide range of temperatures. The key variable in this assembly is the friction between the lug nut threads as well as the lug nut bearing surface against the wheel. Most designs assume all these surfaces are lubricated. (Verify this assumption with the maintenance manual.) So be sure you carefully clean the surfaces and lubricate them before torquing the nuts. If you don't, the clamping force

holding the assembly together, will be inadequate and result in a wobbly wheel or worse. A word of caution: Since the coefficient of expansion of these materials vary drastically, do not arbitrarily change to wheels or nuts of different materials without checking with the manufacturer who would recommend a different torque level to assure the assembly doesn't fail.

Finally, Blair related a trick technique to free up a mag wheel frozen to the steel hub by the corrosion at the clamped interface. Blair simply puts the lug nut back on the studs—loosely--and then shakes and rolls the car back and forth to free up the wheel. Blair suggests liberal use of either nickel or copper-based anti-seize compound on the mating surfaces.

(3) Wheel bearings must be checked periodically. You can do a rough/ready check by moving the wheel while the car is jacked up. If you listen carefully you might hear and/or feel excessive clearance indicating bearing wear. In this case have a mechanic remove the bearing for inspection/replacement.

(4) Ball joints do wear, of course, and require replacement. You can save money by using a rebuilt control arm/ball joint assembly, but unless you know its reliability you run the risk of a short life vs. the higher cost of new parts.

By the way, because it's not a straightforward procedure to test for excessive ball joint play, be sure you go to a reliable shop like Blair's, to avoid false readings caused by using excessive force/leverage to produce out-of-limits play. In my case this practice caused me to fail inspection at a local garage. However, when Blair checked the ball joint play he passed my 944-S2 that went on to perform flawlessly at DE and AX events, proving him right.

(5) On brakes/braking, Blair treated us to a tour-de-force ranging from:

(a) Annual bleeding of the whole system (he recommends a pressure bleeder). He cautioned us about over-torquing the small bleed screws stripping their threads. Also to capture all of the old fluid, drain 3-4 ounces from each caliper, and clean out the reservoir as well. To do a thorough job, try to activate the ABS.

(b) Brake fluid -- you don't have to go as far as the \$90/liter Gold brand but use good quality oil.

(c) Brake pads -- go for quality if you plan to push your car at DE. Blair uses Paget Performance pads to "threshold brake"

(training his feet to know when to back off).

Note that high performance, ceramic pads will "bite" when hot. However, standard quality pads fade when hot, forcing you to brake earlier, for worse lap times.

(d) Calipers must be checked periodically to make sure the mating surfaces are lubricated so they articulate smoothly and don't hang up, potentially damaging the rotors.

(e) Rotor cracks do occur on over-temper/overstressed brakes. The cracks, which usually emanate from the cooling holes (which are stress concentrations) are usually visible without a magnifying glass.

(f) Lube oil preference is a perennial point of discussion and claims and counterclaims by makers like Mobil 1 versus Castrol and users like us. In some cases the positions taken are based on fact rather than fancy. For example, older air-cooled Porsches with 2 valve/cylinder engines and certain cam/power train designs suffered serious, costly engine damage when the normal lube oil formulation containing the lubricity additive ZDP or ZDDP (with zinc and phosphate) was eliminated to avoid the severe corrosion it caused on the catalytic converters of current models. In response to this conflict the specification authorities have compromised by allowing the adding back of about .8 to 1.2% ZDP to restore the oil's lubricity.

By the way, Porsche has listed recommended oils for various models, but it's not clear to me what criteria were used. In my case the 1990 944-S2 has done very well by following Blair's advice to use Castrol 20W50 mineral oil (and it's much cheaper than Mobil 1).

However, if you plan to switch from mineral based oil to synthetics, including Mobil 1, flush the system after the first fill with synthetic oil after warming up the engine for a while to help break loose or scour the old sludge from the engine parts, and then dumping it (and replacing the dirty filter) and refill with clean oil to assure a clean system.

Summing up, we'll do ourselves and NCR a big favor by teaming up with a good shop to properly maintain our Porsches to minimize track and highway incidents. Also it helps make Porsche a greener machine in the hands of patriotic citizens making America and the world greener.



Blair makes a point about regular maintenance listing items from the sheet in his hand which is Porsche's recommended items. Photo by Jack Saunders.



Photo above: Blair explains toe in and toe out and the damage which can be done if it is not correct. Note Jack's photo above : the inside edge of the tire is worn because of badly adjustd toe.

Photo: David Churcher

Photo at left by Ivy Leonard caught David and Jack discussing deep details.

Thrill Rides 2009



“For me the Ground School took a lot of the anxiety out of my first DE. Thanks to the Ground School I knew what to expect, and had a great, safe day.”

--Geoff Kronik
2008 Attendee



“The ground school was a great introduction to understanding the dynamics of the car and a superb lead-in into the DE events that followed.”

--Mark Abbott
2008 Attendee



“Great way to advance your driving skills.”

--Tom Buckingham
2004 Attendee
(now a NER instructor)



“Prior to attending the ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!”

--Sarah Anderson
2006 Attendee

Attention NCR members.....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 *Thrill Rides 2009* on Sunday, February 22nd. This event, developed by the Northeast region (NER), is another benefit of NER and NCR working closely. It is the annual introduction to our Driver Education program. This event is being graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions to HMS can be found at www.hmsmotorsport.com/info.

This interactive classroom session will give you a great overview of NER/NCR's on-track driving program. We'll discuss the fundamentals of high performance track driving and how 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 when 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 on February 22nd. 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 popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. You'll also have ample time to

continued on page 26 ...

Dear Hanzy, Mein Hanzy

John Killion

I could feel my Irish slowly rising at the thought that my Porsche could be insulted so freely, so openly ...

I could feel my toes beginning to curl inside my Simpson driving shoes ...

He motioned to one of his underlings ...

As so often happens this time of year, the call of the open road beckoned and I found myself sailing the asphalt seas to the northern territorial waters of Canada, in the good ship 944. Despite the deep suspicions I apparently aroused at Niagara Falls concerning the purchase of a, "stout wooden barrel of ample proportions and adequate fastening," the voyage proved most rewarding. So after a week of cow-tipping and sight-seeing we made our way back to the American border after a dubious and lengthy romp through the duty-free shop.

As I approached the check point I could see that our presence was creating something of a stir as the border guards began gesturing toward my car in a menacing manner that was clearly calculated to cause me to ruin my leather seat. I thought of that extra bottle of scotch carefully tucked into my fuming luggage, and wondered if learning a new skill set such as license plate fabrication would look good on my resume in three to five years, assuming good behavior. They quickly gathered around my car and began scrutinizing it with a diligence I would have thought impossible of government employees, making notes on their clipboards and clearly unimpressed with what they were seeing. One of them sternly ordered me to pop the hood and I heard a collective gasp as they went from examining my engine compartment to examining me with clear disgust on their officious faces. One of the guards came over to my window, frowned at me and said, "We are going to have to deduct fifty points for that non-Porsche radiator cap you have installed. And there's enough grime in that engine compartment to constitute a fire hazard," he added while checking some boxes on his clipboard.

Now I was really worried. If a non-stock radiator cap was worth fifty points, what would an illicit bottle of single malt earn me? I looked over at my traveling companion, Dr. Rena, and she seemed to instinctively sense my desperate thoughts and said, "Don't even think about trying to pin this one on me, Jughead. And since you're in the mood for creative thinking, why do you suppose they are counting points?"

I was still scratching my head when the guard returned and said, "My boys and I

have tallied twenty-two dead bugs on the front of your car -- one particularly gory one on your windshield -- three stone chips on the front valance and four of the filthiest Fuchs we've ever seen. I'm sorry sir, but we require a minimum of 200 points to enter the US in a Porsche, and you have only 198."

Now, my dear Hanzy, I am not sure if I was more flabbergasted and astonished to learn that the US Customs conducts a Concours d'elegance as a condition of admission, or to discover that my beloved and antique 944 no longer cut the Yankee mustard. I could feel my Irish slowly rising at the thought that my Porsche could be insulted so freely, so openly, and I imprudently forgot all about the tasty contraband carefully stashed amongst my moldering skivvies and socks as I felt my blood pressure rise to redline. I looked over at Rena, and her usually implacable features took on a pleading expression of desperation as my pulse finally whacked the rev limiter and I said to the guard, "A hundred and ninety-eight points, huh? And you call yourself a Customs Officer? This car is older than you!"

He remained unmoved. He clicked the button on his pen and made another notation while saying, "Did I say 198? I think it's more like 195. I hope you can develop a fondness for the Toronto Bluejays."

I could feel my toes beginning to curl inside my Simpson driving shoes. It was obvious there would be no reasoning with this Charlatan, and I had better start thinking fast if I were ever to regain my birthright as a citizen of America.

"Okay," I said to him. "But I have to tell you, my knees are killing me and I have very bad teeth. I'm not really sure *what's* going on back there! My back is ailing me too, and I used to be an inch taller. Any idea where, as a new citizen of Canada, I can sign up for some basic health care?"

He stared at me for a long moment and I fixed him with my best deadpan. He motioned to one of his underlings who appeared with a bottle of Windex and a roll of paper towels and proceeded to remove the ugly splatter on my windshield. "Okay," he said, clicking his pen. "I have 201. You're free to go."

NCR-PCA

Yankee Swap 2009

Laura (FUD) Futterer

What do you do on a chilly day the last Sunday of January? That's easy, attend the annual NCR Yankee Swap! I'm not sure if this is a late Christmas social or a really early one, but in any case it's a gathering you shouldn't miss. Over 20 hardy souls tuned out for a great social event which was held at Johnson's Dairy Bar in Northwood. After some initial socializing and a fabulous lunch the swap was on.

Janet made sure everyone agreed with the rules of the Yankee Swap and was declared to be the official "enforcer". She also added a ground rule that whoever got #1, because that person got the final choice of any gift, had to write the article for the Northlander. Right off there were complications, one too many numbers were put in the drawing and the last remaining number was going to be discarded, except for that fact that it was #1. A ruling was made and #2 became the official #1, so yours truly got the honor of writing this article.

There was lots of swapping this year with a Porsche 60th anniversary polo shirt (which Joe ended up with) and a fleece pullover being the hot items. Other swap gifts included wine, brake fluid, a chocolate Porsche, a 5 lb. Hershey chocolate candy bar, watches, tools, scratch tickets, gloves, windshield wash, Belgian (almost German) beer and lots of other items. A gift from the swap last year also resurfaced. In fact, it was the third swap for this gift -- from Miriam to Paul to Barbara and now Jack is the proud owner. We'll have to see if the gift returns again next year! While Ivy was busy collecting all the bows to use them to accent her wardrobe, Paul was trying to figure out how to end up with a remote controlled Porsche, Dave was capturing it all with his camera and Judy was just trying to hang on to a gift. If you haven't attended this event, you'll want to make sure to attend the swap next year. It's great fun and gives you a chance to catch up with club members and helps to cure those winter blues.

Me, I'm trying to decide what to do with my winnings from the scratch tickets ...Thanks Harry!



Another great Yankee Swap in the tradition of NCR ...

Photographs top row of page 21 by Jack Saunders. Other photographs by David Churcher.



What is as great a thrill as getting a new Porsche?

Getting an older Porsche.

Just ask Steve Robbins. The centerfold this month is his "new" 1989 C4.

Photo by Steve Robbins.





A LITTLE COORDINATION



Hi David,

Philip and Jill Miller of New London and Boca Grande FL sent these pics at my request. They are NCR members. Their LTD edition GT3RS orange car and now matching cart are a nice coordination. I sent him the decals with the crest which are also installed. He also has a '07 Turbo Coupe and his son another one of the LTD edition Boxster S out in San Francisco.

The cart pictured is an '08 model, as the other one was stolen over the summer from the golf cart center in Boca Grande. Even swap, believe it or not. Jill also has an '08 Targa 4S via moi as well. So, the "fleet" exists of an '07 Turbo Coupe Slate Grey, '07 S Boxster LTD edition, '08 Targa 4S basalt black, and their son's LTD Edition S Boxster!

regards

Harry

O'Brien Custom Designs



- Complete Picture Framing & Conservation Services
 - Custom Shadowbox Design
 - All Work done by Owner
 - Superior Craftsmanship at Reasonable Prices
- (We never overcharge our customers!)



**We
Specialize
In Unique
Designs**



Porsche is a registered trademark of Dr. Ing. H.c. F.Porsche AG. Above Items for Display purpose only. - Not for Sale. We use original Porsche merchandise and parts.

Authorized Dealer for
Steiner Sports Memorabilia

Authorized Dealer for
Limited Edition Art Prints



**Our Custom
Jersey Case**



**Autographed
Memorabilia !**



Automotive, Aviation, Military, Trains, Ships & Much More!

- Scale Radio Control Cars
- Plastic Models & Die-Cast
- Wooden Ship Models

21 Litchfield Rd. Londonderry, NH

603-434-5004

www.obriencustomdesigns.com

see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment. At the end of the program, HMS will host a pizza lunch.

Sure, February 22nd is a Sunday in the deep mid-winter and the groundhog is still asleep in his burrow, but before you know it your fellow Porschephiles 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 sartick@verizon.net.

Who should attend?

Anyone interested in learning about our 2009 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2009, drivers participating in NER and/or NCR's Driver Education events must be current PCA members, have a valid driver's license and 18 years or older.

NER/NCR 2009 Driver Education Ground School at HMS Motorsport Sunday, Feb 22 @ 10am

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

Cost: Early registration (must be postmarked by January 31st) - \$10; Late/Onsite registration - \$20
Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803

Stuttgart Northeast, Inc.



SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette Owner - Technician 978 777-3077 FAX 978 777-9985	507 Maple Street Route 62 Danvers Massachusetts 01923
--	--



**Maine's Premier European Auto Service Shop
Located in Freeport at 353 U.S. Route One**

The alternative to dealership service.
Capable of repairing the absolute newest European cars.
Our reputation for expert service with personal regard has
meant long term customer satisfaction

Utilizing Factory Diagnostic Equipment & Technical Information
Plus

Our involvement in industry organizations for the advantage of networking and
access to current technological service information. Gives us an edge above
to get your car diagnosed & repaired properly.

865-6600

BMW * MERCEDES * PORSCHE * AUDI * MINI

**28,000 DIN
horsepower
all under
one roof**

- New, used & rebuilt Porsche® parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com



Arenstam Appraisal Service, LLC.

- *Estate Planning*
- *Tax Abatement*
- *Division of Marital Assets*
- *Relocation Valuation*
- *Purchase & Refinance*

Arenstam Appraisal Service, LLC.

68 Curtis Road
Gilford, NH 03249

Phone: 603-520-6034

Fax: 603-293-8852

email:arenstam@metrocast.net



Arenstam Appraisal Service, LLC is an experienced residential appraisal firm providing services throughout New Hampshire.

We serve various types of clients - whether you are lender, attorney, or a homeowner, we can provide high-quality real estate appraisals with a fast turn around time.

President

...continued from page 6

were not cheap!

With her busy schedule at this point even if we had found something Miriam had stated it just was not a good time.

I started to come down off my horse and face the facts that I just could not go! It was not easy but I had almost (I do mean almost) convinced myself that there was no way I could go.

Then I thought, Ivy you always say to yourself that the Porsche club is not just about the cars but about the people. They just have a common interest. So what did I do? I emailed the Porsche Club...Florida Crown Region. Well actually I first emailed North Florida Region who in turn hooked me up with Ken from FCR.

The hospitality of FCR – President Ken Perry set me up (a Region that does not even know me but proved that we are about the people). What he said was just get here and we will get you around to where it is you need to go. So that is what I did. I went out to Cheapticks.com and purchased a ticket to Jacksonville for March 8, 2008, not knowing I did not have much time and needed to try to be back to work on Monday. My flight back was 8pm Sunday evening. Yes...you read that right! In on Saturday out on Sunday. You say was it worth it? I say absolutely!

Now...as far as the Saturday flight out...not so sure the turbulence was something I wanted to endure! Wow....what wind! After flying from Manchester to DC , then catching the next flight from DC to Jacksonville, there were some delays due to the weather.

I think I landed about 4:45pm in Jacksonville. After walking off the plane I thought to myself, how will I know who is picking me up from the Florida Region where I have never met them before? So that's when I called Ken Perry. He assured me I would know.

So I proceeded to baggage claim...when I walked around the corner there was a woman holding a sign with my name on it. I felt pretty special with that kind of treatment. So the woman holding the sign introduced herself and I did the same. Sherma then said we will grab your bag and then Alex will meet us out front to pick us up. That was Sherma Katz and Alex Randall from FCR.

After baggage claimed we proceeded to meet Alex. Here comes my chauffeur in a Mercedes 550S with a sticker price of

\$95,000! They told me that car was to pick up VIP's at the airport! I figured I fell right in that category...you see I am the VP of NCR and FCR knew that so if you just put an "I" in between that it becomes VIP. ☺

Sherma and Alex took me on the 30-minute ride to the Ritz on Amelia Island where the concours was being held. They did not want me to check into my hotel yet so that I could utilize the short time I was there.

Arriving at the Ritz I was just amazed at the cars already sitting out front on display not to mention the ones just parked in the parking lot. There were many!

I was greeted by Ken himself who along with Sherma and Alex showed me around. Yes...a back door entrance where only the Amelia Concours Staff can go. Neat stuff. Sherma then took me around the premises to look at some of the auction cars. My goodness...some of them went for over a million dollars. Even two million! She then introduced me to Rusty "Russ" FCR's Social Chair. Great guy. Heck I am already on his mailing list to be invited to the social events.

The next few hours passed by quickly attending an art room display and a silent auction. Not only did I get to walk through and see it all but I even helped out for a short bit. It was very neat to get to be involved in the behind the scenes detail. The amount of time and effort that goes into this event is absolutely amazing.

Now as the evening moves on I had contacted NCR's Paul Beck to let him know that I was in. We all planned on staying at the Ritz to have some dinner with Ken, Elena (Ken's wife), Alex, Sherma and maybe even Rusty Russ. With the busy time of the silent auction I ended up going to dinner in the lounge area with Paul Beck and his wife. What a very cozy atmosphere not to mention the best Caesar salad I ever had!

Paul Beck and his wife stay on Amelia Island about two months out of the year. We had been in contact through email as well on my last minute decision to join in on this fine event.

After some more mingling time with the busy Florida Crown Region it was getting late and time to head back to the Clarion Hotel. Paul Beck graciously offered his services to do the transporting. I believe it may have been about 10:30pm when finally checking into my hotel. I certainly was tired after such a long day of flying and joining in on all the FCR fun!

Off to bed I go knowing my pick up time was about 9AM. Falling to sleep was not an issue, I was extremely tired.

Sunday morning the alarm goes off promptly at 7:45. I was very excited about the day's events. I could not wait to see all the cars.

Paul Beck again offered to pick me up at the hotel and was there about 9am. The half hour ride back to the Ritz seemed like 5 minutes. I guess I was a little excited.

I was dropped off at the will call booth upon arriving to the Amelia Island Concours and picked my tickets up promptly. Yes...I said tickets meaning 2. A Christmas gift is what they were!

So now you are thinking Ivy went to the show alone. What will she do with the other ticket? I did what any nice person would have done. I stood over by the line where people were lined up to purchase their tickets and yes you are reading this right. I looked for the first person in a yellow hat and gave them my other ticket. Geez...wonder why I picked yellow! The gentleman who was the recipient of my ticket was very thankful and loved the story.

Now I'm in line to get through the gates which took maybe 10 minutes. With thousands of people moving through at a very fast pace they had plenty of gate area to move things through.

I then met Ken and gang at the retail booth. I told them I was going to proceed on to look at some of the beautiful cars as I was very excited to do so.

Within 10 minutes of viewing the cars my cell phone rang. It was Paul Beck and he said that he was all checked in at the volunteer booth and wanted to walk me around a bit. It was very cool to have someone to walk around with who had been to the show before.

We walked around for about two hours before it was time for Paul to check in for his volunteering duty which was drive around the handicap cart. A very important job.

Okay I cannot tell a lie, for the next couple of hours Paul, and FCR drove me around in a golf cart to see the premises and cars. Boy was I spoiled.

There were many cars to see, I can totally see why someone would say field of dreams. Another way of saying was stated by Wes...."Jewelry on Wheels"!

I made it a point to visit some of the displays from NH such as the Locomobile owned by NH's very own Bill Ruger and the Deussenberg -J-460 owned by Lee and Joan Herrington. Displayed by Bob Hanson who at dinner told Paul that Lee Herrington's Deussenberg received 2nd in class. Another Deussenberg, formerly owned by Clark Gable was first. I also made it a point to go over and see Michael Amalfitano with the Fiat Abarth.

On display was every type of car you can think of -- Porsche, Deussenberg, Bentley, Fiat, Ferrari, Mercedes, Rolls, Aston Martin, Shelby, MG, Cadillac -- and just so many more! Of course my favorites were none other than Porsches. My favorite was the blue 935 with yellow trim. Absolutely gorgeous!

The day moved on quickly ...the end of my day was spent just relaxing for about an hour with Ken Perry, his wife Elena, Frances Chaudry and Bob Varker. What spectacular people. They are very much like our NCR gang: social, caring individuals with a common interest. Cars! Especially the Porsches!

Finally...my day has ended and it's time for me to head back to the airport. Paul Beck again drove me back to the Jacksonville airport where I waited for my flight back to Manchester.

What a great time I had. I just can't thank the Florida Crown Region enough (Especially Ken Perry) for their gracious hospitality. Going way above and beyond the call of duty. They treated me like a queen! I want to thank them from the bottom of my heart for all that they had done for me! I hope to someday return that favor to them when some of them come of to NH for a visit!

Paul Beck: I would also like to thank you for all your help, rides and hospitality. Without you and all your help, this event would not have been possible for me to attend!



Editor
...continued from page 7

car's suspension and frame. But from the side all bets are off. The space where the backseats and trunk would be in a car is occupied by an open bed, the cargo box. As one can see, it had the driving comfort of a car but the capacity to perform light-duty hauling.

America's first "utes" were the Ford Ranchero (1957) and the Chevy El Camino (1959). As former owner of a 1981 Camino I can attest to the allure of these "hybrids" so to speak. From the factory, the Camino shared looks with various Chevy sports cars through the 60s, 70s and 80s. For instance, the 1970 Camino looked like the Chevelle and could be purchased with the 454ci engine found in the Chevelle SS. Even the popular Chevelle Cowl induction hood and double stripe options were available for the 1970 Camino.

But if your taste is for modification, there were (and probably still are) countless aftermarket goodies to "pimp your ride." The Camino owner could buy a custom "camper shell" cap for the cargo box to keep stuff nice and dry or serve as a miniature "hotel room" for long trips. Non-functional side pipes could be installed to give the Camino more of a truck-like appearance. And several companies offered various ground effects. For those into extreme modification, the entire Camino body could be set on a four-wheel-drive drivetrain for serious off-roading. Although I'm a purist and eventually restored my Camino to near original, there was a time when we installed a functioning snow plow...and it worked!

Aside from its sports car appearance, the Camino was indeed practical. Sure you could only transport three people (legally) if you had bench seats. But try taking home a sofa and matching chair in your fancy Chevelle. The Camino could haul groceries, cord wood, trash, you name it, and would still look good doing it. And if you had a camper shell on the back you had a free place to sleep on a long excursion. The Camino could even haul light loads, but doing so usually resulted in a squatting position driving down the road.

Sadly America's utes ceased production, first with Ranchero in 1978 and then with El Camino and BRAT in 1987, although Subaru continued producing BRAT until 1994 for other countries. These utes made way for the trucks with extended cabs

and later four-wheel-drive "sport utility vehicles" we know today.

But this doesn't mean the ute is extinct. Australia's Holden car manufacturer still produces the Ute. And Subaru recently resurrected its BRAT in the new guise of the Baja (but stopped production in 2006). Ford and Chevy also introduced the Explorer Sport and Avalanche respectively, which can carry several passengers and haul junk in an open cargo box (really too small to be considered a truck bed). If the economy had not taken a nose-dive in 2008, it was rumored that Pontiac may take the Holden Ute platform and produce the G8 for the US. The concept appeared at a New York auto show but as recently as last month GM announced it was shelving the project. I guess the US will have to wait a little longer for another ute. But who knows, maybe if there's a future demand Porsche may come out with its version of a ute. Now that would be an interesting vehicle!



Let us help you with that...

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.



Safety Devices Rollbars • HANS Device • Recaro, Racetech & Cobra Seats
Racing Suits, Shoes & Gloves • HJC, Arai & Bell Helmets • Motul & Red Line Fluids

SCHIROTH RACING

NEW LOCATION!!!!

9A Electronics Ave, Danvers, MA 01923

Mon-Fri 9am-7pm, Sat 10am-2pm

www.hmsmotorsport.com

888-467-3269

HMS motorsport

Meister Restorations Corp.
The finest of all Porsche restorations



complete in-house services offered:
Metal fabrication - body and paint work
Mechanics & machining - interior work

Route 28 North Barnstead, NH 03218

PO box 846 Alton, NH 03809

Tel/Fax (603) 776 3561

Rainer Cooney - Jerry Dascoli

“Register for Parade - 101” 54th Porsche Parade

Keystone. CO. June 29th – July 4th, 2009

While talking with some of our PCA members during the regional Holiday parties, it occurred to Kathleen Lennon and I that some of you really didn't have a good idea of what registering for the Porsche Parade is all about. We thought we should take a moment to explain just how the process goes. Here are some of the basics for you to think about:

When you register for Parade 2009 online, you must first have access to the PCA National website. Some of you may already have access to www.pca.org and have a password set up for its access. For those of you who do not, please contact Vu Nguyen, PCA Executive Director at yun@pca.org. He will assist you in gaining access to the National site, where you will be registering for our 2009 Porsche Parade.

Have a copy of the 2009 Porsche Parade's full schedule of events at hand. It will help you when you are in the registration process, and you can find the full Parade schedule on www.porscheparade2009.com. It will list the four major competitive Events, Special Activities and Banquets plus all their dates and times for your convenient selection. The Parade registration process will take you approximately 30 minutes on line.

The 54th Porsche Parade registration fee is \$165.00, and covers basic admittance to the Parade for the entrant, a co-entrant, and one car. The co-entrant may be an unaffiliated PCA member, but must share the same car with an entrant. An exception applies if the registered Porsche is not legal for street use, in which case a second Porsche may be registered for use in the TSD rally only.

Beginning with the 54th Parade, we have lowered the registration fee, but will be charging entrants additional fees for the four major competitive events, if you choose to enter any or all: Concours - \$20 per car; Autocross - \$20 per driver; TSD Rally - \$10 per car; and Tech Quiz - \$10 per person.

Additional fees apply for banquet/meal tickets and for selected other activities such as the spectacular driving tours, golf tournament, 5K walk/run and some Parade kids' activities.

There are three ways to register for the Colorado Parade and all its activities:

The fastest, easiest way to register is online at www.pca.org

Before you can do that, you must be a registered user on the PCA website, as I have stated above. If you aren't already registered, please do that now so you are ready to go at Registration time. If you are already registered, please make sure your information is up to date.

If you are not comfortable using the online method of registering, please go to the Colorado Parade site directly at www.porscheparade2009.com to download the registration form. Fill it in and mail it on or after March 3, 2009.

If you do not have Internet access, call Kathleen Lennon, Parade Registrar, at 719-487-2842 or 719-330-1525 and request that a paper registration form be mailed to you. Requests for paper registration forms will be accepted beginning February 14th.

Mailed registrations and online registrations will be treated alike. There is no advantage to registering either way, beyond your own convenience.

As in the past, there is no early registration. The online registration site will be available starting **Tuesday, March 3rd**. All online registrations submitted on **March 3rd, 4th, or 5th** will be treated equally as first day registration and paper registrations postmarked the same days. Paper entries received with an earlier postmark will be rejected. There is no rush to register on a single first day as in past Parades. You may also register later but your options may be somewhat limited.

As you can see, Parade registration has its rules, as do many regional events we all register for. If you are still confused or simply worried you won't do it right, please feel free to call Kathleen Lennon. She will hold your hand through the process **prior** to our actual registration dates.

Kathleen and I hope these hints and things to think about will help you with your registration for the 2009 Parade. Once you are registered, you will receive a confirmation of registration from the registrar and the Parade code to help you with your selection of Keystone Parade lodging. Whether you choose a hotel or a condominium, you will need this Parade access code to obtain the Parade rates. Check our regional Parade website for a lodging map of the Keystone area www.porscheparade2009.com

Walt and I will also be available to answer any Parade questions you may have. Our e-mail is katfricke@msn.com or call 303-499-6540.

Welcome to the registration process for the 2009 Porsche Parade.

Kathleen Lennon - Parade Registrar

Kathy and Walt Fricke - Parade Chairs

The Silverstone Club



**The best
storage facility
on Boston's
North Shore**

Climate Controlled Indoor Storage 24/7 On-Site Security

Indoor Car and Motorcycle Storage
DIY Lifts
On-Site Mechanic Available on Request
Members Lounge
Private Offices & Internet
Race Simulators
Televised Racing & Club Trips
Outdoor Storage for Boats, RVs

Easy access off Route 114 on the Middleton/
North Andover line

Watch for our upcoming open house dates

www.SilverstoneClub.com • 866-426-4480

Return of the Scrap Book ... Parade 2009

The joint regions of Rocky Mountain and Alpine Mountain will be hosting the 54th Porsche Parade beginning June 29, 2009 at the Keystone Resort in Colorado. Colorado has played host to five past Porsche Parades, so our history is tried and true.

The 2009 Parade Committee is proud to be involved and is planning to make this a truly memorable event. One way to ensure an outstanding 2009 Parade is to invite the regions to contribute, rather than merely attend and participate. Many regions compile photos and videos of local club events that take place throughout the year. Some regions also have unique videos or maps of their local race tracks which may be of interest to your fellow Porsche enthusiasts. New for the 2009 Parade, we will have a large video screen in the Gastlichkeit Centrum (Hospitality Center) to display these pictures and videos. We believe this is an excellent opportunity to show off your region and contribute to the success of the 2009 Parade.

We have also received a number of requests to bring back the scrapbooks and historical items which have been absent from some recent Parades. This is another excellent opportunity for regions to contribute.

We invite you to submit any pictures and videos you feel may be appropriate. We would appreciate receiving them as soon as possible, but ask that we receive them no later than June 1, 2009. Please send them via CD or DVD to the address below.

You may also send your historical and scrapbook items to the same address, although if you prefer to bring these items with you to the Parade, you are welcome to do so as long as you contact us first so we have space available. Please e-mail Dave Keeley (davekeeley@msn.com) with any questions or to notify us of your participation.

We look forward to seeing you in Colorado!

Best regards,

Dave Keeley

552 St. Andrews Drive

Longmont, CO 80501

Parade IS for Families

by Wendy Shoffit

What do you mean, "Take my family to Parade for vacation?" As if they could possibly have a good time and not hate me for the rest of the year. If that sounds like you, keep reading. Our family has a great time at Parade every year! That includes our 11-year old daughter and whatever friend she chooses to bring along!

10, 20, 30 years ago I've been told Parade was different from what it is now. Kids were not really included in the week's activities. Sure, they could meet others their own age and if they were outgoing enough, actually develop friendships. Of course, that meant the parents would need to bring them year after year to build the friendly bonds with the kids from across the country. Communication now for teens, pre-teens, tweens, and any of the kids old enough for their parents to buy them a cell phone is much easier (and cheaper). Long distance calls and texting are extremely inexpensive and email is downright free (if your household already has internet service, which let's admit... most households with kids nowadays do). But I'm getting ahead of myself here.

Let's address how kids are included in Parade activities. First of all, there's usually now a chairperson on the committee to deal specifically with including kids! This person's sole responsibility is to make sure kids of all ages have a good time while their parents are, too. For the past few years (and for the foreseeable future), there's a Kids' Hospitality room. Kids can come there to play video games, watch movies, do craft activities, and so on. It's a place for them to meet and greet each other casually while doing something they enjoy doing. In Charlotte there was not just one room, but two of them! One was for kids probably 9 and younger and the other one for older kids. The younger room had things like the Candyland board game, crayons, and Thomas the Train videos. The older room had XBoxes with games like Rock Band and Guitar Hero. If your tween is anything like mine, she could probably spend most of the day playing video games (if we let her). When she was younger, though, she truly loved working on the arts and crafts and watching movies. Let me caution, though, the rooms aren't a drop off babysitting service, particularly for the younger ones. Parents need to stay with the kids, BUT it gives them something to do that's not in their sleeping room! Activities change often, so they don't get bored.

Speaking of getting bored... Have you ever taken your child to the Concours or Victory Banquet? Both dinners can be exciting for those winning trophies, but they're relatively long and kids can tire easily. Besides, spending THAT kind of money for kids to turn their noses up to Beef Tenderloin and Prawns seems wasteful. Parade of old would require parents to find a private babysitter for those nights, which can be iffy and pricey. Now, Parade offers reasonably priced babysitting for the kids during these times, often involving food they love - pizza, chicken fingers, and ice cream sundaes. Food that is much more suited for their tastes. These services utilize trained professionals, so you don't have to wonder if Brittany the teenage babysitter is inviting her boyfriend over and eating all your bonbons. One less thing to worry about!

Now, on to the really exciting events for the kids. Now, you might not think much about remote controlled (RC) cars, but what about your kids? There's an RC competition that can get a bit emotional for the contestants. No self respecting adult wants to be shown up by a 7-year old little girl and no self-respecting 14-year old boy would be caught dead getting beaten by a 60-year old grandfather. It can get a little dicey. *wink* But, it's always in good fun. If your kid doesn't have his or her own RC car, not to worry... the loaners are GREAT! In fact, most people use them anyway!

Competition for the little ones continues at the Kids' Autocross. Kids of all ages hop on bikes, skateboards, roller blades, scooters, strollers and just plain ol' running shoes to compete with kids their own age. They get a taste of what the grownups experience on the autocross course. Again, if your 911 doesn't happen to have a bike rack installed on top, there are plenty of loaner "vehicles" available. One year, a girl's talent was cartwheeling, so she cartwheeled the entire course. While it may not have been the fastest way around, I'll bet she had the most fun AND was the most fun to watch! I've seen many a parent also put their wee little ones in the stroller and give that kid the ride of his or her short little life. Yes, the red mist comes even while pushing a baby stroller. Who knows what long term benefits learning an autocross course at an early age will have on these kids. When they reach age 16, they can get into a REAL Porsche and compete in the Junior Participation Program (JPP). Trust me when I say that daddy will feel much more comfortable if junior has some idea of what an autocross course looks like when he hands the keys to HIS baby over.

Not only can the older kids compete in the JPP Autocross activity, but they can also be great partners in the rally competitions. Dad and daughter, J and Jessica Toney, have proven to be quite a great TSD rally team, as have Tom and Lisa Gould. Teach them right while they're young and the sky is the limit!

Kids can be shy at times and might not be quick to get to know other, which is why there are so many opportunities during the week for them to meet each other. They start the week off at either a teen mixer for the older ones or a simple kids' mixer for the younger ones. This puts everyone in the same place so when they see a familiar face at the kids' food table at the welcome banquet (seriously, how many 6 year olds eat sauerkraut?), they can feel a tiny bit safer at saying hello. Trust me, by the end of the week they'll have made at least one best friend. Which brings me back to my first point about improved communication. If they meet a friend one year, spend a little effort communicating with them during the next year, when you bring the family back to the next Parade, the instant friend makes both families a lot happier! Just ask Aubrey Sutton and Jess Holzer who grew up thousands of miles apart, but were/are best friends because of Parade. Imagine how much easier that friendship would have been with kids' activities and text messaging?

So, please don't shy away from Parade as a summer family vacation. Kids of all ages will have a fun week of activities. Make driving there part of the fun and you'll have them hooked for life. What better way to raise the next group of Porsche enthusiasts and perhaps the future President of PCA! You just never know. See you AND your kids in Colorado!

30th Anniversary
Zone 1 Concours d'Elegance & Rally
May 15, 16, & 17, 2009



On May 15-17, 2009, the **Northern New Jersey Region** will host the special 30th Anniversary Zone 1 Charity Concours and Rally at the Hilton Hotel in Parsippany, NJ. The weekend activities will include a Rally through the historic New Jersey countryside, a full and peoples' choice Concours d'Elegance, and a swap meet and vendor sales. On Saturday evening we will enjoy a cocktail reception and buffet dinner with guest speaker. The net proceeds of the weekend will benefit the Hole in the Wall Gang Camp founded by Paul Newman for seriously ill children.



The 30th Annual Zone 1 Concours will include two categories –a fully judged Concours (no undercarriages, but wheel wells and engines are included), and a peoples' choice car show for “wash & shine” and historic cars. Concours preparation will be on Saturday at the host hotel. Washing facilities will be available on site along with a secure parking coral on Friday and Saturday evening. The judged event will also be at the host hotel. Final placement of cars will begin promptly at 8:00 am on Sunday with judging beginning promptly at 10:30 am and awards presentation at 2:00 pm. If you have any concours questions, contact Ben Rasmussen at 908-561-0796 or Hank Menkes at 973-227-7615 or email concours@nnjr-pca.com. The Zone 1 concours chair is Daniel Deegan at 585-729-7435 or email heis968@yahoo.com.

The 12th Annual Zone 1 Rally will be a straightforward time/speed/distance event designed to challenge the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday at 12:31 pm, will be about two hours long, and will be demanding for both novices and the experienced teams. There will be two separate classes based on experience. Both classes will run unequipped, meaning only single memory hand-held calculators will be allowed, plus stock odometers. All roads are paved so rally cars can participate in the concours the next day. There will be a Novice meeting at 11:00 am and a Drivers' meeting at 12:00 pm. The first car off will be at 12:31 pm. Rally awards will be presented at the Saturday evening dinner. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email cupcar@optonline.net.

As a special feature in recognition of the historic significance of this year's event, as was done in the past, we will hold an old fashioned swap meet and vendor sale on Saturday in the hotel parking lot. Spaces will be available at a moderate cost. This is a great opportunity to do some spring-cleaning and redistribution of those recent Hershey acquisitions.

The host hotel for the weekend will be the Parsippany Hilton Hotel. Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at 973-267-7373 and asking for the Porsche Club rate of \$109/night or by going on-line to:

<http://www.hilton.com/en/hi/groups/personalized/EWRPHHF-ZCO-20090515/index.jhtml>.

Register for the 2009 Zone 1 Concours and Rally by completing the attached registration form. Confirmation will be provided by e-mail. Event will take place rain or shine.

SALE*:** Four stock Boxster wheels with slicks, painted gray/silver. Some small scratches in the paint from storage. No damage to structure. Asking \$500 for the set. Tire sizes Rear, 255/40 ZR 17; Front, 205/50 ZR 1, BF Goodrich G-Force T/A racing slicks, maybe 30% left Brad Marshall 603-496-2038 BRADUSM3@aol.com

SALE*:** 1984 Porsche 928. Spectacular Factory Custom. \$17,500. Pearl white metallic with all burgundy leather interior (seats, doors, dash, roof). Grey Carpeting. Automatic. Near Flawless condition. 1 owner. 44k miles. Serviced by Precision Imports. Never raced, carefully stored, meticulously maintained. Contact David Murray at 603-621-5111.

SALE:** 2007 Mitsubishi Eclipse - Sunset Pearl, black cloth sport seats, 5 sp, AC, Cruise, Sun and Sound Package (sunroof and premium stereo), 19,000 miles, Amsoil synthetic oil always used, Adult owned and in very good condition. This is a very sporty car that gets 30 MPG and runs on regular gas. KBB value is \$14,200. \$13,200/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

SALE*:** DANSK muffler and headers for ~'84 911. Missing bracket and straps. Too noisy for the street. Fine for the track. \$1000 or BO ... DavidChurcer@comcast.net

SALE:** 1) Four Khumo Victorace V 700 tires mounted on rugged rims with good tread. Fronts= 225/50 ZR16 & Rears= 245/45 ZR16. Asking \$590.00. 2). Kingdragon Neck Support. asking \$ 35.00 3) Chatterbox Extension Cable, asking \$12.00 Call Jack Saunders @ (603) 536-4275 or email to (jackoliv18@thesaunders.mv.com)

SALE*:** We are moving to England and want to sell a black 1994 Carrera 2 with 61,000 miles. One owner, in perfect shape. Will make someone a very, very good deal. John C. Moore, Attorney at Law, The Business Group, 1385 Westhaven Circle, Vail, Colorado 81657, 970.306.1997, moore5@mac.com

SALE*: 2003 Audi A6 Avant 3.0 ltr. AWD Quattro, Dk. Green/ Beige leather interior, Auto, Premium & Cold Wx packages, rear Parktronic, meticulously maintained w/oil changes every 5,000 mi., all service records, timing belt change at 80K including water pump, all exterior belts, pulley and idlers. 82k 1-owner miles, excellent condition, \$10,500. Don Osborne 603-431-4749 (donosborne@comcast.net).

EXOTECH

LET OUR EXPERIENCE HELP YOU

<p>All facets of routine maintenance for daily driver to race car</p> <p>Complete head work</p> <p>Port work with flow bench testing</p>	<p>Crankshaft grinding and knifedging</p> <p>Boattailing</p> <p>Motec and custom wiring harnesses</p>
--	---

Mark Nadler 9 Newton Road Plaistow NH 03865
(603) 382-3599 www.exotechpower.com





Edgar Broadhead

NCR Tech Inspectors

09/16/08

New Hampshire

Craig Wehde
Sports & Vintage Car
Plainfield, NH 03781
603-675-2623

Mark Nadler
Exotech
Plaistow, NH 03865
603-382-3599

Bob Tucker
Portsmouth, NH 03801
603-659-0893

Bob Pickul
Claremont, NH 03743
603-543-1738
pickul911@hotmail.com

Edgar Broadhead
New London, NH 03257
603-526-6578
edgar.broadhead@ncr-pca.org

Dick Horan, Rich St.Jean, Ralph Alio
Don Durfee, Nelson Brooks
Precision Imports
Manchester, NH 03103
603-624-1113

Tyson Duve
121 Kendall Pond Road
Windham, NH 03087
Home: 603- 434-5935
rsa911@adelphia.net
tysonduve@yahoo.com

Blair Talbot, Ryan Hunt
Blair Talbot Motors
89 Industrial Park Drive,
Dover NH 03820
603-740-9911
talauto@aol.com
(charges for unfamiliar cars)

Abe Anderson
Bow, NH 03304
603-228-1790
abe911@comcast.net

Andy Sanborn
30 Gulf Road
Henniker, NH 03242
603-428-8362

Steve Berlack
42 Church Street
Franconia, NH 03580
603-823-7748
sberlack@burkemtnacademy.org

Paul Magarian & Steve Cochran
Porsche of Nashua
170 Main Dunstable Rd
Nashua, NH 03060-3638
603-595-1707
(No charge if you show PCA card)

Damon Josz
Series 900
Sunapee, NH
603-863-0090

Chris Loader, William Crawl, Shane Mellen
Loader Imports
210 Main Street
Sandown, NH 03873
603-887-0911

Matt Romanowski
243 Elgin Ave
Manchester, NH 03104
603-674-3250

Kevin Berry
Trites Chevrolet/Buick
Wolfboro, NH
Home: 603-330-0388
Cell: 603-534-8823

Maine

Ray Ayer
Ayer European Auto Restoration
Gardiner, ME 04345
207-582-3618

Jerry Austin
222 Rockwood Drive
South China, ME
207-445-5166
austin@pivot.net

Corey Jacques & Richard Albanese
Sports Car Workshop, Inc.
128 York St, Suite 1
Kennebunk, ME 04043
207-985-6661
sportscar@gwi.net

Michael Grishman
Autosportnortheast,
Berwick, ME 03901
207-698-1000

Massachusetts

Peter Faill
296 Boston Road
Groton, MA
978-448-8496
peter.faill@ncr-pca.org

Al Ward
Chatham, MA
508-945-5517

Mark Schnoerr
11 Cliff Rd
Bellingham, MA 02109
508-966-3236
mark.schnoerr@gyrusacmi.com

Vermont

Bill Smith
Auto Union
Northfield Road
Montpelier, VT 05602
802-223-2401
(Charges by the hour)

Rick Cabell
Eurotech
615 Airport Parkway
S. Burlington, VT 05403
802-660-1900
eurotech@together.net
(Charges by the hour)

Paul Jacques
Rennline Inc
1 Tigan St
Winooski, VT 05404
802-655-5311
Fax 802-655-6283
sales@rennline.com

Sisco Lellos
Green Mountain Performance Co.
17 US Rt. 4
East Mendon, VT
802-775 -3433
sisco@greenmountainperformance.com

Rhode Island

Chris Darminio
101 Mailcoach Road
Portsmouth RI 02871
401-846-9337
christopher_m_darminio@raytheon.com

New York


Rick Kolka
Continental Automotive Repair
Service
75 S Pascack Road
Nanuet, NY 10954
845-356-2277



www.ayereuropeanauto.com



Ray Ayer
P.O. Box 490, Gardiner, ME 04345
(207) 582-3618



Your
Authorized
Service Center



**Nelson Brooks is shown
operating Precision's new
Porsche scan tool**

Call (603) 624 1113
Toll Free 1 800 464 2031 183 Faltin Drive, Manchester, N.H.



Tool and Equipment Connection, Inc
63 George Leven Drive North Attleboro, MA 02760
888-594-7800
info@teclifts.com

Offering equipment solutions to improve your garage environment

- Service lifts
- Storage lifts
- Motorcycle lifts
- Jacks and stands
- Cabinetry
- Workbenches
- Lubrication equipment
- Waste oil management
- Compressed air systems
- Exhaust extraction



Lifting Your Expectations
Since 1984

www.teclifts.com

BTW ...

In case you did not recognize our cutie on the last page of our January issue we will tell you here who it is:

It's our Prez, Ivy



There is nothing permanent except change.

-Heraclitus (540-475 BC)



Date: May 2008

Event: The New and Familiar will merge at EPE.

Assignment: Maintain our high level of service and support during a period of Change.

We invite all our customers to hold us to the high level of personalized, professional service that they have come to expect from EPE. Our commitment to excellence for proper repair and maintenance remains unchanged... and will remain our number one priority. It will just happen in much more comfortable and efficient surroundings.



10 COCHITUATE STREET · NATICK, MA 01760 · PHONE 508-651-1316 · FAX 508-651-3448 · EMAIL EPE@EPE.com

Kim Bentham
Epping NH
(603) 679 8004

**IRON HORSE CARRIERS
CAR CARRIERS**

DOOR TO DOOR
ANTIQUES, RACE CARS, SPECIALTY CARS,
CARS TO AND FROM CAR SHOWS



d.h. osborne
donosborne@comcast.net (603) 431- 4749

P
H
O
T
O
G
R
A
P
H
Y

**CHESTNUT HILL
AUTO SERVICE**

603-887-0911
Foreign & Domestic

Christopher Loader
Master Technician

Loader Imports LLC
- O B A -

219 Main Street, Sandown, NH 03873

Jon Gilbert
Owner

Tires To You, LLC

The Tire Shop On Wheels

Brand Name Tire and Wheel Sales
Mounting, Balancing and Rotation at Your Home or Work
Fully Insured

1-866-837-8473
tires2u@metrocast.net
Barnstead, NH

Harry Dean Robinson

Master Sales Professional

Porsche of Stratham
60 Portsmouth Avenue
Stratham, NH 03885
Tel: 603.418.0299
Mobile: 603.617.9930
Toll Free: 866.543.6819
hrobinson@pastratham.com
www.porscheofstratham.com



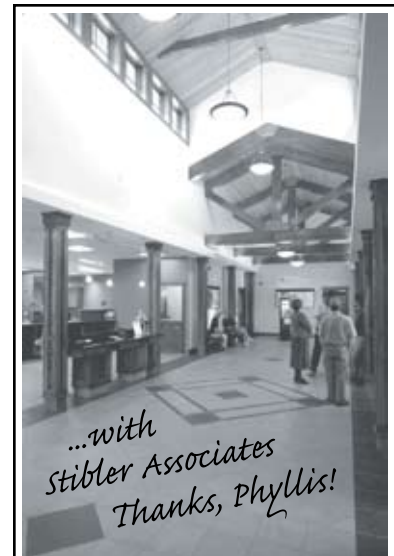
2008 Certified
Sales Professional



Scott Murray
Home Mortgage Consultant

Wells Fargo Home Mortgage

2 Executive Park Drive
Bedford, NH 03110
603 626-6222 Office
603 626-6220 Fax
603 493-7911 Cell
800 964-2226 ext. 3931 Toll Free
scott.murray@wellsfargo.com
<https://www.wfwm.com/wfwm/scott-murray/>



*...with
Stibler Associates
Thanks, Phyllis!*



Black River Design, Architects
73 Main Street, Room #9
Montpelier, VT 05602
Phone: (802) 223-2044



Shawn Leap

SPL Autoworks LLC,
99 Lafayette Road
Hampton Falls, NH 03844
603-918-6429 splautoworks@yahoo.com

Sports Car Workshop

Ph: 207-985-6661 ~ Fax: 207-985-9099

Corey Jacques



E-mail: sportscar@gwi.net ~ www.sportscarworkshop.com
128 York St., Suite 1 ~ Kennebunk, Maine 04043

KATHY'S KITCHEN

PERSONAL CATERING SERVICES
KATHLEEN ROBINSON
OWNER
3 NICHOLAS WAY
BARRINGTON
NH 03825
603 335 3024
603 438 4950 (CELL)
DROBINSON@METROCAST.NET



**DAVID CHURCHER
PHOTOGRAPHY**

603.799.4688
DavidChurcher@comcast.net



STIBLER ASSOCIATES, LLC

space planning • interior design

PHYLLIS L. STIBLER, ASID

306 Highlander Way
Manchester, New Hampshire 03103
P. 603.623.8952 ■ F. 603.623.0593
www.stibler.com

Lavallee/Brensinger Architects

Architects
Interior Designers
Planners

603.622.5450 www.lbpa.com



AD INDEX

- 27 Autowerkes
- 27 Arenstam Appraisal
- 37 Ayer European Auto Restoration
- 40 Black River Design
- 14 Blair Talbot Motors
- 41 David Churcher Photography
- 40 Don Osborne Photography
- Inside front cover
 - Porsche of Stratham
- 39 EPE
- 35 EXOTECH
- 40 Harry Robinson
(Porsche of Stratham)
- 30 HMS
- Inside back cover
 - IRA
- 40 Iron Horse
(Porsche of Stratham)
- 41 Kathy's Kitchen
- 41 Lavallee/Brensinger
- 40 Loader Imports
- Back cover
 - Michael Bernier Agency/
Hagerty/Allstate
- 30 Meister Restorations
- 25 O'Brien Custom Designs
- 8 Porsche of Nashua
- 27 Parts Heaven
- 37 Precision Imports
- 41 SPL Autoworks
- 41 Sports Car Workshop
- 40 Scott Murray (Wells Fargo)
- 32 Silverstone Club
- 41 Stibler Associates
- 26 Stuttgart Northeast
- 40 Tires to You
- 38 Tool and Equipment Connections

NORTHLANDER MONTHLY ADVERTISING RATES

Inside cover	\$87
Back cover	\$96
Full page	\$79
Half page	\$56
Quarter page	\$40
Eighth page	\$25
Business card	\$8

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

ETW



FOR SALE: De Tomaso Pantera

Last raced in 1985 and has been in storage until last December. It competed in the Australian GT championship and won every race in its class until it was outlawed. As you can see it was built to the outer limits of the rules and incorporated many features radical at the time, 1984-1985. Pushrod operated suspension, ground effects, complete aluminium tub, ultra light weight only (850 kg).

The engine is bored and stroked to 395ci and was dyno tested after rebuild at 617 HP.

The transmission is a 5 speed Hewland, magnesium uprights, custom Momo centre lock wheels from Italy.

Interested? Please contact *Northlander*.

NEXT MONTH

Daytona 24 hour race coverage.

Tech Session #2

Another visit down under by our editor which will include a close up of the above Pantera, a look at the Kraftwerkz replica 908, and a visit with The Porsche Club of Tasmania.

Tech Tactics at Farnbacher Loles

©2007 Porsche Cars North America, Inc.



**405 hp. 6-speed manual. Sport suspension.
Yes, this is the correct photo.**

Get behind the wheel and you'll see that this Cayenne is all performance. The GTS packs a 4.8 liter V8 and dynamic lowered sports suspension. Test drive one today and prove to yourself that the Cayenne GTS lives up to its long performance heritage. Porsche. There is no substitute.

**The Cayenne GTS.
Something this fast won't hang around.**

Ira Porsche
1-866-225-5472
97 Andover Street, Route 114
Danvers, MA 01923



PORSCHE

Porsche recommends seat belt usage and observance of all traffic laws at all times.

BLOW YOUR MONEY ON CARS NOT INSURANCE

Let's face it, the less you spend on insurance, the more you'll have to spend on the car of your dreams. So call Hagerty. Because all we cover are collector car owners – the safest drivers on earth – our rates are ridiculously low. So blow your dough on something fun for a change.



Fueled by:



Collector Car Insurance™



Allstate
You're in good hands.

Michael A. Bernier, Agent

The Michael A. Bernier Agency, Inc.

400 Amherst Street | Nashua, NH 03063-1241

603-889-5800 | Fax: 603-886-5184 | mbernier@allstate.com

NORTHLANDER

Volume 32 Number 2 February 2009

Lisa Roche

35 Chapman Place

Leominster MA 01453

Change Service Requested



PRSR STD
U.S. Postage
PAID

Portsmouth
NH
Permit #60