

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 5

May 2010

IN THIS ISSUE:

MORE AMELIA ISLAND

FROM THE FAR SIDE

PANAMERA MOMENT

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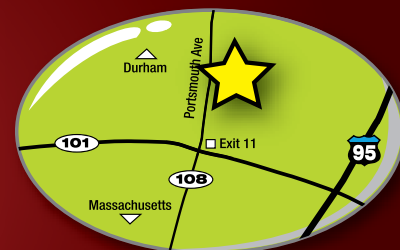


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Upcoming Events

- 5 Calendar
- 18 Matt & Jay's Most Excellent Rambly
- 19 Six Hours of the Glen
- 30 NHMS Laps For Charity
- 36 Parade 2010 Kid's Events
- 41 Zone 1 Autocross
- 42 7th Annual Northeast Exotic Car Show



13

Features

- 10 The Rolling Chicane
- 12 Looking Back
- 13 More Amelia Island 2010
- 17 From The Far Side
- 20 ALMS
- 22 Panamera Moment
- 24 April Centerfold
- 26 Tires And Wheels
- 29 Parade 2010
- 31 Ivy & Jay's Impromptu Dinner
- 34 NCR Tech Session #2
- 46 BTW



24

Departments

- 4 Board of Directors & Committee Chairs
- 6 President's Message
- 7 Editors' Desk
- 9 Membership
- 11 Drivers' Ed
- 37 The Mart
- 38 Safety
- 44 Business Card



28

On the cover



Amelia Island Concours 2010 was a visual feast for photographers and car enthusiasts. Therefore, we have another Amelia photo for our May cover ... and a few more in the magazine.

Traditionally May is the last of our "lean" months for material. Our NCR season openers are in May and will provide lots of material for our June issue. Meanwhile, the joy of Amelia lingers.

Photograph by David Churcher

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CALENDAR

1 7 8
9 11
16

May 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
May 1	8am	NCR AX #1	Devens	autocross@ncr-pca.org
May 7	8am	NER DE Novice Day	NHMS	www.porschenet.com
May 8	8am	NCR DE Season Opener	NHMS	de@ncr-pca.org
May 8	noon	Make A Wish Charity Laps	NHMS	charity@ncr-pca.org
May 9	8am	NCR DE Season Opener	NHMS	de@ncr-pca.org
May 11	6pm	Board Meeting	TBA	president@ncr-pca.org
May 16	9am	Spring Rally	TBA	vice-president@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

At an NCR event, the cars are the catalyst, but it's still all about the people...

A blast from the past....

Have you all been waking up in the morning lately hearing the birds chirping and enjoying that smell of spring in the air? The white of winter and downpours of rain have been changed to beautifully brilliant spring colors. The green grass, colorful flowers, and the buds on trees are all indicators that we have reached that most special time of year in New England: spring! Yes, spring is finally here.

Now I certainly would not argue with anyone that those signs of spring are obvious to all. I have heard the birds, seen the ducks floating in the now unfrozen water, and noticed the green grass. All evidence that spring is on the way. But for me, I yearn for more proof, real proof that spring really has arrived, and it came just a couple of days ago when I noticed a Porsche cabriolet driving northbound on Route 16 - with the top down. Now it may be a little early for that but what a sight. The sleek shape of that Porsche in a most spring-like color...yes you guessed it...yellow! This is what made me think spring is really here. That little rush of 'O yeeeah' knowing that IT IS TIME.

Since that day I have seen many other Porsches out and about, many car owners finally convinced it is safe to take their prize possession out of storage, getting them all shined up, oil changed, ready for spring driving.

I too am getting a bit ancy to get my car out on the road as well, although I have fallen just a bit behind the curve. Slightly preoccupied this late winter and early spring. Mine will probably be out a little later than most as both have suffered end of season issues yet to be resolved. 9ELOVIN's alternator is finally done and back in the car, cross your fingers it works (BTW thanks Hank). And thank you sir Fud for the great paint job. And new oil leaks

have appeared in TURBOMA. Both cars I hope are on the road soon.

The birds chirping, nice weather, green grass, and even noticing beautiful sleek pieces of machinery on the road. Whatever you recognize as true harbingers of spring, it is time to notice NCR's spring calendar of upcoming events. Come out and try something...a rally, an autocross, maybe driver's ed...even an ice-cream run. There really is something for everyone, something for you!

NCR takes great pride in our membership, and openly welcomes participation by all. We really look forward to seeing all of you at one event or another, expanding on our circle of friends in this remarkable region. Yes, I know that there is a natural reticence to try something for the first time, that little inertia thing that makes it hard to take in your first event: what will the people be like? Are they like me? Are they too stuffy, too laid back? Are their cars better than mine? It is often the same little insecurities that keep people from attending class reunions. When they finally do go they have a great time and wonder why they hadn't gone before. It's all about the people... the class is the catalyst, but it's all about the people. At an NCR event, the cars are the catalyst, but it's still all about the people. As Mikey's brother said in the old Life cereal commercial, 'Try it, you'll like it!' You will!

To see what we have on our calendar of events pop onto our website <http://www.ncr-pca.org/>. On the right side of the home page you will see the list of upcoming events, or at the bottom click on the complete calendar. Matt and Jay's "Most Excellent Rally" is May 16th. May 11th is our next board and chair meeting, and all are welcome to join us for dinner

continued on page 33 ...



David Churcher

You may have already seen the Porsche book Panamera Moment. If you haven't I recommend seeking it out ...

One day in May I'll come and say It's here!

The season opens for NCR are here. By the time this issue hits your mail box we will have the first of the Autocross, DE, and Rally events at hand. The NCR photographers will be in to sorting their photographs from those events. And, they will be looking towards June's Six Hours at the Glen enduro race. The season promises some exciting adventures ... and it's not all about the cars. It's the photographs too.

There are more Amelia Island photographs in this issue. We have a photograph from Ed Lustgarten, one of our hosts, and a few more of mine. Northlander is a little low on material this time of year so more Amelia material helps fill the magazine. But also ... I have not recovered completely from that event ... the joy lingers on.

Photography is a peculiar disease. It can be fulfilling and it can be frustrating too. It's at times like these, facing coming events, I begin to look at the work of other photographers to raise my inspiration and enthusiasm. I need to get away from the trap of repeating myself. Sometimes this just raises the frustration level. Sometimes it leads to the discovery of a previously unknown photographer and a new way of "seeing" car photography. I just had this experience and I must share the details.

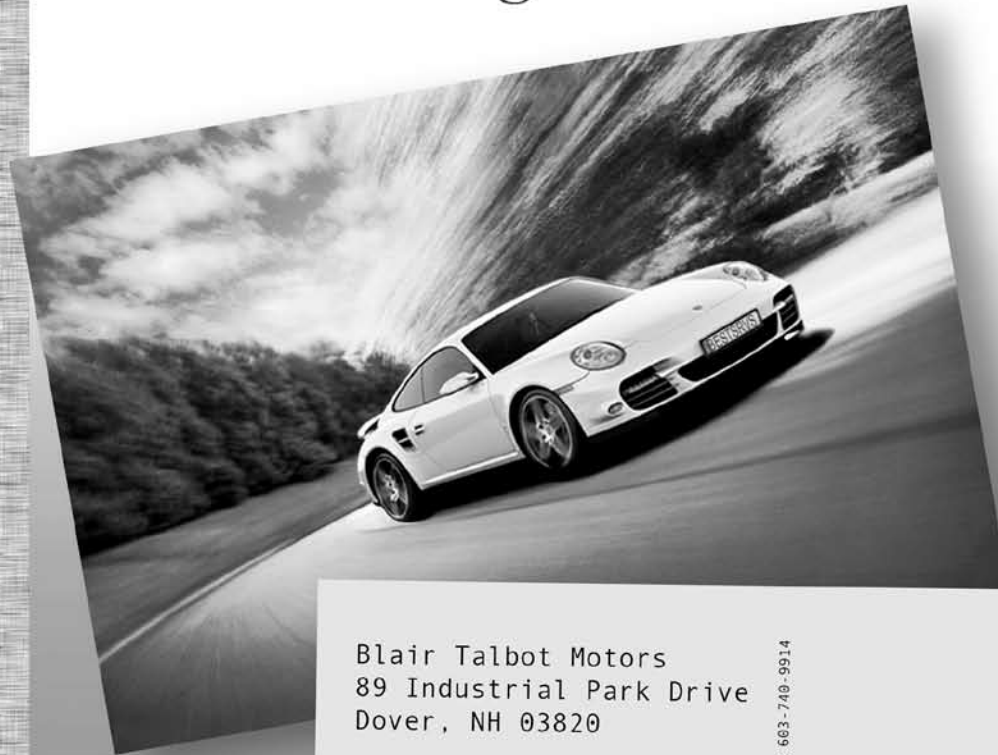
You may have already seen the Porsche book Panamera Moment. If you haven't I recommend seeking it out ... even buy it ... not a bad deal at \$50. While Berthold and I were at the Porsche Museum in December I had a chance to peek at the book and be inspired. Recently, Porsche's press site posted a few more of the photographs from the book and you will find them in this issue of Northlander. I decided I needed to know more about the photographer, borrow a little from him perhaps, so I went looking for him.

He is Frank Orel, from Stuttgart. He is not only a photographer of cars but also of fashion, architecture, and more ... and excellent too. Check out his web site: www.fotostudio-orel.de.

If I can pass on this disease, photography, to a few more NCR members I will be quite pleased. Northlander needs some fresh images. Think about it. Send us your best shots of our events and our people. If you feel you are a reasonable photographer but want to get some polish consider the late summer event Lime Rock is planning. They will have a weekend "photography school" with well known automotive photographers on hand to share ideas and offer lectures. We'll keep you informed on this LRP event as it develops.

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Bob & Laura Futterer

New Members:

Roger A. Freedman
Wellesley Hills, MA – 1987 924S

Bruce M. Peacock
Mendon, VT – 2008 Carrera S

Dianne (Dee) Helton
North Hampton, NH – 1999 Boxster

Richard Townsend
Laurel Townsend
Harrison, ME

Member Anniversaries:

1 Year:

Mark B. Beaudreau
Sandra Beaudreau
Wood River Jct, RI – 1984 930 Turbo

Tracy R. Pillsbury
Jane Pillsbury
Gilford, NH – 2007 977 Turbo

John C. Hart
Tracy B. Hart
Nashua, NH – 2004 911 / 2004
Cayenne

Mark Chessick
Pat Cullen
Nashua, NH – 2000 Boxster S

Jeff Stillson
Kim Kojak
Merrimack, NH – 2002 Boxster

Douglas R. Horrocks
Bedford, NH – 1999 911

Mark Ferlan
Bedford, NH – 2002 996 C 4

Arthur P. Young
Patricia Young
Durham, NH – 2008 Boxster RS

Peter R. Perrault
Nashua, NH – 2003 Boxster

Charles Bruce Franks
Meg Franks
Hanover, NH – 2007 Cayman

5 Years:

Thomas L. Ciardelli
Anthony Ciardelli
Hanover, NH – 2005 911 / 2004
Boxster

10 Years:

Paul J. Frucci
Kevin Berry
Wolfeboro Falls, NH – 2000 Boxster /
1993 911

Dennis Schindler
Elizabeth Schindler
Rutland, VT – 2000 Boxster S

Dick D. Demaine
Lori Demaine

Frederick A. Roesch
Erick Roesch
Etna, NH – 1999 Boxster

2 Years:

Keith D. Newell
Alekszander H. Newell
Plaistow, NH – 2008 Carrera

Windham, NH – 2001 996 / 1988
Carrera

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



Jay Gratton

THE ROLLING CHICANE

This is exciting just for the fact that car stands out juuuuuuuuuuuust a bit and is also on the loud side...

Every so often you do something when at the time seems like such a good idea that you can't see anything negative about it. Then as time goes by, little negative aspects begin to pop up that take away from your good idea. This is certainly the case with a dedicated track car. Last fall I bought an ITB Class GTI to run in the SCCA from another fellow NCR member. This is my first non-Porsche track car and it is certainly my first dedicated track car that is not street legal. While I have owned Porsches in the past that were mainly set up for DE, they were still street legal which made things a lot easier. I am quickly learning now that things become a lot more involved when you have a track car that isn't able to be driven on the street. I am very lucky that my dad has a truck and car trailer that are at my disposal whenever I need them, but he lives in Kennebunk, Maine and I live in Manchester and that presents a problem. When I do have the truck and trailer, I really have a hard time finding a place to park the trailer as I don't have the space at my place. I am currently renting a garage space for the GTI right down the road from me, which has led to some late night/early morning drives back and forth from my place to the garage. This is exciting just for the fact that car stands out juuuuuuuuuuuust a bit and is also on the loud side.

This past January I had to borrow Mark Nadler's trailer and truck (as my dad's were in storage) to tow the GTI to and from Series 900 to get it painted. Now I have it down at Nadler's getting it ready for the SCDA school I am attending at Watkins Glen at the end of April and that requires more time with the truck and trailer. I can already see where this is heading; I am going to have to buy my own truck so I don't have to run an hour up to Maine

every weekend to steal my dad's. Or I will end up driving the gas hog all summer while my dad drives my sporty daily driver around the seacoast.

I am sure all of this running around, loading and unloading the car will be well worth it once I get onto the track. I leave for Watkins Glen in a few days with my new alignment and Hoosiers all set thanks to Mark Nadler at Exotech. I have been to the Glen many times in "momentum cars," but this will be the first time in the front-wheel drive Wascally Wabbit. I am sure the FWD experience will take a few days to adjust to, but it is certainly a challenge I am looking forward to tackling. Hopefully by the time we get to our May 8th & 9th DE event at NHMS I will have a clue what I am doing and I won't be holding people up too badly in the Red Group.

Finally, lifelong buddy Matt Romanowski just had major reconstructive knee surgery at the end of April. He is going to miss most of the driving season and I know this will be extremely difficult for him. I know I am not alone in saying I wish Matty a quick recovery, if for only Xana's sake who has to take care of him!



Mark Watson

I am sure that I will add 2010 as another memorable season opener...

By the time you read this article, I suspect we will have just completed our May NHMS season opener and everyone will be getting ready for our Lime Rock event on June 2. I often think back to two season openers; in 2002 I drove up to Mt Tremblant for my first real DE experience. I thankfully made the trip with Tom Harris, a long time colleague and one of my 'best buddies'. Over the years, Tom and I have hiked mountains, taken photography expeditions, studied karate and now enjoy high performance driving. The event was sponsored by the North East Region and my instructor was Hank Voglie from CVR. We drove to the event in our cars, Tom was in his black '87 Carrera and I was in my white '86 Carrera. I remember going through the Hookset toll and having a state trooper follow us for several miles. You can only imagine why.... It was Mothers Day so it was early in the season especially for that far north. As it turned out, we had rain, snow, fog and finally some sun.

With the 'bad' weather, Hank and I focused on learning the track and the line. At the end of the first day, I remarked to Hank that I didn't remember shifting out of 3rd gear all day. His reply was simply 'yes.' Day two was not much better weather wise and Tom was having way too much fun lapping me. By day three, most everyone was fed up with the weather and started the trek home. If you know Tom, then you know that we were not about to leave early and have a leisurely drive home. Thankfully, the sun finally appeared and dried the track. All those wet laps finally paid off and I was able to get up to speed. Tom was still able to lap me but not as many times! Needless to say, I was hooked in spite of the rain, snow and other weather

related events that we encountered that weekend.

The second memorable season opener was an NCR event in 2008 at NHMS. I was now driving a track prepared 1993 RS America and had moved into the instructor ranks. During my first session of the year, about 7 laps into the session someone dropped oil on the track and while exiting onto the front straight I managed to hit the oil. The flaggers had not yet put out the debris flag so I was unaware of the issue and was driving as usual. It all started out as 'why is the back end of the car starting to come around? I'm on line and not going too fast?' and finally ended up as a front and rear encounter with the inside cement barrier. The car hit pretty hard but with a roll cage, 5-point harness and a Hans device only the car was damaged. In the end, the car was auctioned off and I'm not sure if it was repaired or was used for parts. I put the '86 back into track duty and was able to drive the remainder of the season. Now you know why I am paranoid about fluids on the track.

I am sure that I will add 2010 as another memorable season opener. It will be my first as your DE Chair and while I am uncertain of many things, you (and I) have a great DE team working to make the event safe, educational and fun.

Our next event is Lime Rock and if you have not driven the track recently you are in for a pleasant surprise. The track was recently resurfaced and is in great shape. There are no garages at LRP so make sure you bring rain gear. I put in an order for a 'warm and sunny day' with the weather gods but they can be fickle.

continued on page 32 ...



LOOKING BACK

Judy Hendrickson

I hope we see many of you out for at least the Make-A-Wish Charity laps and Track Sampler...

It doesn't seem possible, but I did not find an article in either the May/June 1980, 1990 or June 2000 issues that seemed worthwhile to reprint this month. The regular columns were too oriented to things going on at the time without much relevance to today, about some event that has no relevance today or tech articles reprinted from some other Region's newsletter. So the *Looking Back* column this month is very short and limited to some of my own ramblings.

By now everyone should be enjoying the early spring (a few weeks back late March and early April actually felt more like summer than spring). I hope you have been able to get your P-car out for some exhilarating runs. By the time you are reading this we will likely be in the throws of our first DE event, May 7-9 at NHMS. I hope we see many of you out for at least the Make-A-Wish Charity laps and Track Sampler.

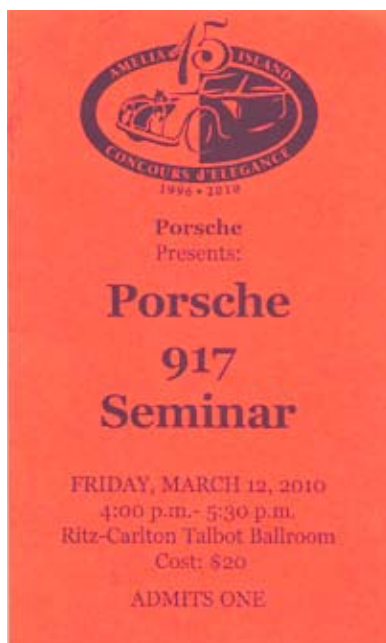
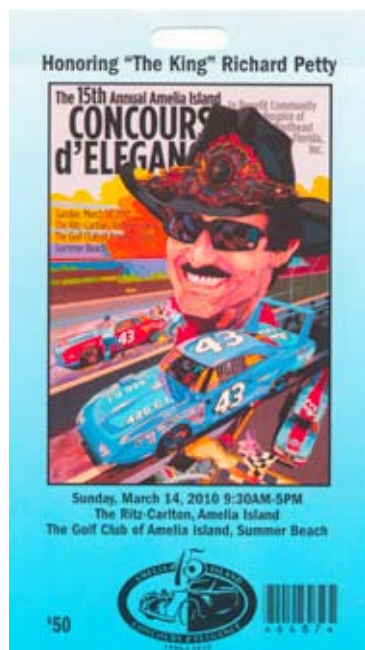
I'm not sure what, if anything, I will be driving for that event. I'm afraid Matt and I had just too much fun with Chiquita last year and her engine is done for. We are now on the lookout for a 3.0. Oh well. Hopefully I will find one down at Hershey April 24.

Until next month,

Judy.

MORE ... Amelia Island Concours 2010

David Churcher



Perhaps at some slight risk of "overdose" for our readers we are presenting more of the Amelia Island visual feast in this issue. The photograph above was taken early Sunday morning as the cars arrived ... this photograph was made by Ed Lustgarten who was one of our hosts from the Florida Crown Region of PCA.

At left is a copy of the event ticket and the very special 917 seminar.

On the following pages we have more Porsche, and a couple of non-Porsche photographs.

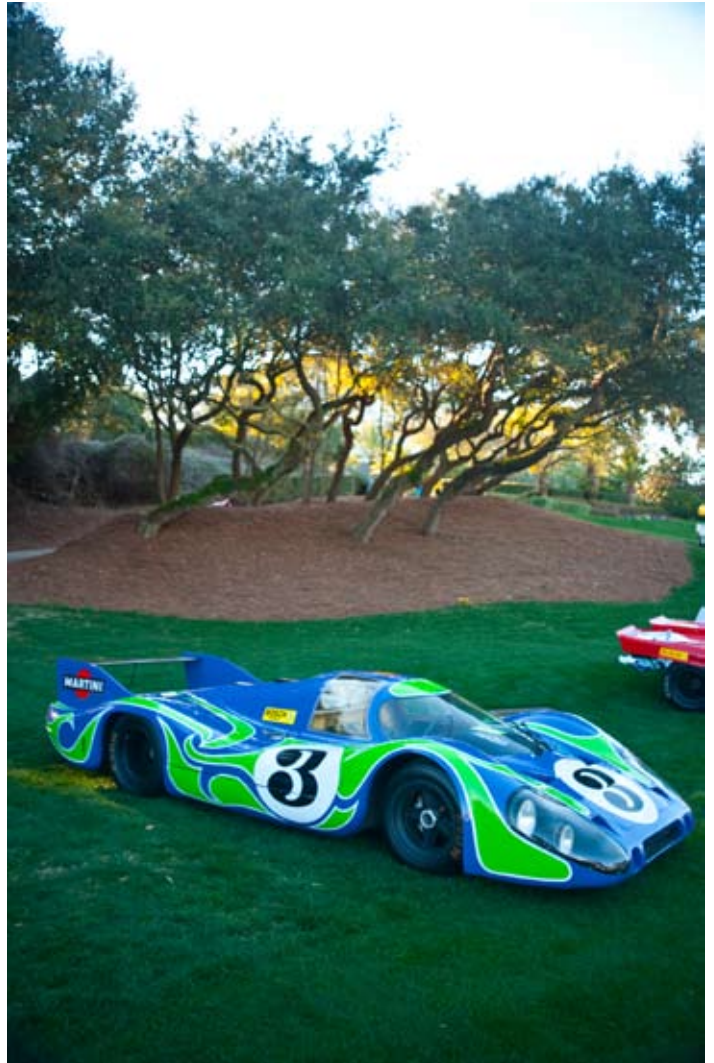




On page 14: A prize for a Porsche, and, Porsche passes another historic car ... the Cuban Grad Prix winning Maserati which was driven by Sir Stirling Moss at that event.

On page 15: Non-Porsche photographs from the Amelia event. The panorama is featuring the Richard Petty cars.

Photographs by David Churcher



And ... just a few more of the 917s on display.

From the far side of.....



Gary M. Levine

My Cayman is SIC, SIC, SIC ...

In the good old days, serious cars had serious numbers, not names. The Serious Germans -- Porsche, Mercedes, BMW and Audi -- never deviated from using an alphanumeric code to define their models. Porsche used consecutive project numbers, evolving from the 356 to the 911, 912, 914, 924, 928, 944 and so on. Despite repeated re-engineering and reinventing, the 911 moniker has been in constant use for 45 years. Although older 911s share little but the basic shape with the current 911, to the cognoscente, a subliminal engineering designation such as 930, 964, 996, etc., clearly designated which iteration of the classic Porsche you were referring to. Mea culpa, yes there are additional identifiers such as Carrera, Cabriolet, Turbo, "2," "4," plain or S, to clearly inform about the body style and mechanical content of the car. That is until the Boxster. The "986" broke the mold. More about Porsche names in a moment.

Mercedes Benz uses a series letter (C, E, M or S) and BMW a series number (1, 3, 5, 6, 7). Their series designations are followed by a numerical expression of the displacement (real or approximated). Audi also uses a logical system, making it clear that an A3 2.0T is smaller than an A8 4.2. Therefore, when you see an E350, 530i or an A6 you know the car's place in the Teutonic firmament. Simple and Germanic. However, never leaving well enough alone, current BMW name assignments, while still mostly numeric are silly and approaching a run on sentence. Imagine the prestige of bragging about owning a Z4sDrive35is!

Other prominent brands also have avoided using names. Jags were XK then XJ's and now XF. Ferrari named their cars using the number of cylinders and displacement, (308, 512, etc.). Even the stylish French occasionally comply with logic and use numbers, particularly Peugeot who cornered the market on middle zeros for

their three digits (the reason that Porsche could not call the 911 a 901). Having owned a 505, the zero is well deserved!

On the other hand, Detroit's Mad Men had a penchant for favoring animals (Mustang, Impala, Taurus), places (LeMans, Malibu, Catalina, Daytona) or evocative names (Corvette, Cutlass, Explorer, Fury). Many American cars have had laughable modifiers such as *Custom*, *Special Edition* or *Limited*. (Hell, was there anything more limited than a Chrysler New Yorker Special Edition or a Jeep Cherokee Limited?)

At home, the Japanese affixed cute names to their cars such as Bluebird, Cherryblossum, Heartthrob or Happyface. But, for most of their US models, the Japanese concocted nonsense names such as Camry, Miata, Impreza, Sentra. (OK, I grant that for export, Nissan, trying to mimic the Europeans, used a more sensible name such as 300Z for their sportscar).

Porsche now is guilty of playing the Namegame. The Boxster was followed by the Cayenne, Cayman and Panamera. I wondered about the rationale for Cayenne, but soon realized it was a brilliant choice, clearly a reference to the heartburn you feel at the gas pump. While Boxster is kind of a cute take off on the boxer engine configuration and Speedster, the logic behind the Cayman's name eludes me. Is it named for the animal or the Caribbean money laundering haven? Since the founders of the *Cayman Club* affectionately adopted Crock as the incorrect phylogenetic nickname for the car, I assume we're talking reptile not offshore banking. However, the spelling of the biologic Cayman is *sic*, the correct spelling being *Caiman*. What does a nasty, eat anything in sight, bite your finger off, bumpy, bony, prehistoric throwback have to do with my gorgeous car? I could have lived with the name 987 Coupe, but if the Princes of Ferryland were really creative,

it could have been called the *Boxstop*, or (given the Cayman's gorgeous, voluptuous rear) the *Hipster*.

Most recently, we have the newly synthesized name, Panamera, meant to remind us of the Panamerican Road Race. For those old enough to remember, the low, smooth and bulbous shape of the newest Porsche is reminiscent of an early 1950's Hudson that did indeed run in the Carrera Panamericana! When I last visited Porsche of Nashua, the customers drooling over the Panamera looked somewhat like The Ancient Mariners -- still adventurous, but too arthritic to lower them into a more personal-sized Porsche.

If the powers-that-be at Porsche continue to move away from rational numerical names, may we expect a future downsized Porsche SUV to be called the *Armadillo* or *Jalapeño*? Maybe the next Group 1 racer should continue the reptilian Cayman tradition and bear the name *Velociraptor*?

Let's hope we never lose the memorable name, 911.



Jay & Matt's Most Excellent Rambly: 2010

THE FIVE QUESTIONS

Who:

Well, Jay and Matt obviously. Your NCR VP and Advertising Chair have teamed up to put together the Spring Rally.

What:

It's Jay and Matt's Rambly. They've put together another amazing route where no one should get lost, where everyone should answer all the questions, and where tons of fun will be had!

When:

The Rally will take place on May 16th at 10 a.m.

Where:

We will start at the McDonald's in front of the Fox Run Mall in Newington. The actual address is 49 Gosling Road, Newington, NH. The Rambly will end on the coast of Massachusetts at a restaurant where we can order off of the menu and everyone can have whatever they want.

Why:

I think this one is obvious. FUN!! The Rambly promises a great drive, good food, and a great time to make and visit with friends from NCR!

Cost:

The cost for the Rally is \$10 per car. It's money you'll be glad you spent.

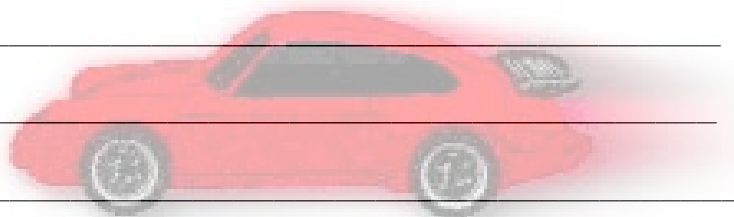
Cut and mail to Matt Romanowski, 243 Elgin Ave, Manchester, NH 03104 or sign up at www.ncr-pca.org

Driver _____

Navigator _____

Membership Number _____

Phone _____



PORSCHE CLUB OF AMERICA SPECIAL OFFER



June 4-6 2010



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Turn 11 Trackside Hospitality Chalet & Car Corral

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Offer Expires May, 24th



American Le Mans Series



Photographs from Sebring and Long Beach preview text from Presse Porsche.

American Le Mans Series, round 2 in Long Beach, USA

Porsche works drivers eager to repeat last year's win.

Stuttgart. At the American Le Mans Series race on the street circuit of Long Beach/California on 17 April, Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA) are keen to repeat their win of last year. The title defenders tackle the fiercely-contested GT class at the wheel of the Flying Lizard Motorsports Porsche 911 GT3 RSR.

"This circuit suits our car. We have a traction advantage in the tight corners," says Joerg Bergmeister. But the fast acceleration out of the corners alone is not the key to success on the 3.167 kilometre time-honoured track with its postcard-perfect backdrop of sun, sea and palms. One problem will be traffic. With the new classes LMPC and GTC, even more cars are at the start compared to last year. Already then, overtaking was virtually impossible. "Actually, there is only one place on the entire track where it works," says Patrick Long, "and even there you need luck."

The race in the harbour region of Long Beach, where the pits are just a stone's throw away from where the docked ocean-liner giant "Queen Mary" lies anchored, is a highlight of the season. It is the shortest race of the year with the flag dropping after just 100 minutes. A good grid position is crucial on the narrow track edged by walls and fences. "If you make one bad mistake you can forget about a top result," says Joerg Bergmeister. In Sebring he planted his 911 GT3 RSR on pole position in his

class and is now ready to do it again in Long Beach. "One advantage you have with a quick qualifying time is that you don't have to take huge risks during the race." Precious seconds are not lost in the pits. Because the race is so short, teams only schedule one pit stop with a driver change. During this, tyres are changed and a few litres of fuel are added. Last year, the pit stop for the #45 Porsche 911 GT3 RSR took just 14 seconds. "We had to be really quick with the driver change," says Joerg Bergmeister, who enjoys support from the experienced Flying Lizard Motorsports squad. Darren Law (USA) and Seth Neiman (USA), winners of the environmental Michelin Green X Challenge in Sebring, drive the #44 sister 911 GT3 RSR of the US customer team.

Wolf Henzler's new team, Falken Tire, has not been in business as long as Flying Lizard Motorsports. Long Beach is just the second race they contest together. Still, the Porsche works driver from Germany, who shares the 911 GT3 RSR with starting number 17 with Bryan Sellers (USA), is optimistic. "I was positively surprised by my team in Sebring," he says. "We took a huge step forward and learned a great deal in the race. I hope we can now utilise what we learned in Long Beach."

In the LMP sports prototype class, the American customer team, Cytosport, fields the Porsche RS Spyder, with which they celebrated their greatest success in the American Le Mans Series to date by claiming class victory at the season-opener in Sebring. Manning the #6 cockpit are Klaus Graf (Germany) and Greg Pickett (USA).

The race in Long Beach takes off on Saturday, 17 April, at 16.40 hours local

time (01.40 hrs CEST Sunday) and runs over 1:40 hours.

Facts and Figures

This is the American Le Mans Series

The American Le Mans Series (ALMS) was created in 1999 for sports prototypes and GT vehicles. The regulations correspond to those of the Le Mans 24 hour race. Nine races in the USA and Canada make up this year's calendar. Traditional highlights are the Sebring 12 hour race and the 1,000 mile "Petit Le Mans" at Road Atlanta.

Sports prototypes and standard sports cars make up the starter field: These are divided into four classes:

LMP class: In this category, sports prototypes from the former LMP1 and LMP2 classes are classified together. The difference in performance is intended to be offset as far as possible (e.g. via restriction adjustments). The Porsche RS Spyder competes in this class.

GT class: Contesting this class (formerly GT2) are slightly modified standard sports cars with 440 to 460 hp and a minimum weight of 1,125 – 1,325 kilograms (e.g. Porsche 911 GT3 RSR).

LMPC class: This newly-created class is a prototype brand trophy series for the ORECA FLM 09.

GTC class: Replacing the ALMS Challenge, this class is open for various model years of the Porsche 911 GT3 Cup.

All race cars start together but are classified separately. This ensures racing that is exciting and constantly changing. Points are awarded only for placings in each class.



Panamera Moment



Porsche has published a book to celebrate the Panamera. It is also a celebration of the photography of Stuttgart photographer Frank Orel.

The photographs on these two pages, and our centerfold, are from the book *Panamera Moment* ... if you are in to Porsche, Panameras, or photography you must check it out.







Tires and Wheels

Bruce Whittier

One of the most common changes Porsche owners make is to install high performance tires for autocross and track events. In order to make a decision when it comes to choosing the right high performance tire you need to know a few things about tires. Read on and I'll pass on what little I know about tires. To begin I will introduce some terminology with the following charts and diagram:

Glossary of a few tire terms

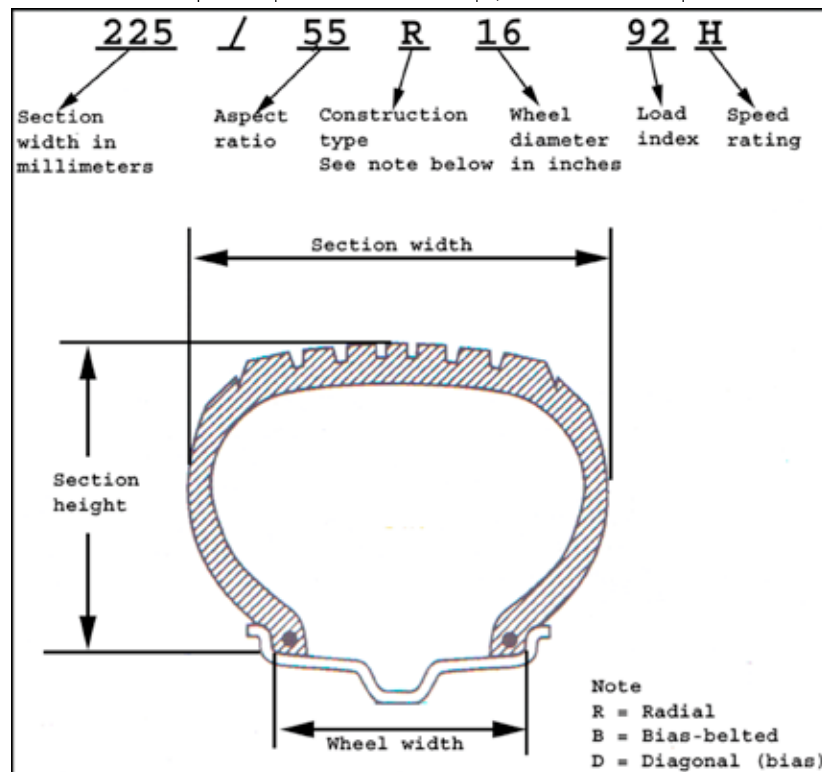
Term	Deception
Aspect ratio	The tire aspect ratio is the percentage of sidewall height compared to the tread width. For example: If the tread width is 10" and the sidewall height is 5" the aspect ratio is 50.
Contact patch Or footprint	The area of the tire's tread that is in contact with the road surface.
Overall diameter	The diameter of a tire fully inflated and measured at the crown of the tire
Wheel diameter	The diameter of the wheel measured at the bead seat.
Wheel width	The distance between the wheel flanges.
Tire rollover	The condition that occurs when making a hard turn and the tire sidewall contacts the road surface.
Slip angle	The angle between the direction the wheel is at and the direction of the tire tread contact patch.
Speed rating	The letter designation that identifies the tire's speed rating.

Starting back in 1991 the tire manufacturers were required to show a tire's maximum speed capability in the tire's service description area. A few of the more common tire speed rating symbols are shown in the following chart.

Letter	Speed rating	Letter	Speed rating
L	75 MPH	T	118 MPH
M	81 MPH	U	124 MPH
N	87 MPH	H	130 MPH
P	93 MPH	V	149 MPH
Q	99 MPH	Z	In excess of 149 mph
R	106 MPH	W	168 MPH
S	112 MPH	Y	186 MPH

Technical note:

Z rated tires are capable of speeds in excess of 149 mph, how far above 149 mph was not listed.



Porsche N-Specification Tires

When a tire manufacturer wants to become an original equipment supplier to Porsche or wants to be approved by Porsche to supply aftermarket tires, the manufacturer's tire engineers must work alongside the Porsche engineering staff while designing tires.

Production tires that have passed all the required testing by the Porsche engineering department can now be branded with an N-specification. The N-0, N-1, N-2, N-3, N-4 identify the tire as approved by Porsche for their vehicles.

The N-0 designation was for the first approved version of the tire design. As the tire engineering staff refined the design the tires are marked with N-1, N-2, N-3, N-4, in succession. When a completely new design is approved, it receives the N-0 branding and the succession starts all over again.

Porsche recommends that only matched tires be used on their vehicles. Since many Porsche models used different size tires front and rear, this means matching the manufacturer, the tire type and N-specification. If a Porsche was originally equipped with N-specification tires that have been discontinued and are no longer available, Porsche recommends replacing all 4 tires with tires using the higher N-specification.

Plus Sizing Concept

Plus sizing your Porsche wheels and tires is a quick way to improve yours and its performance. By installing a larger diameter wheel with a lower profile tire it's possible to maintain the overall diameter of the tire. When you couple a larger wheel with a lower profile tire you gain faster steering response and lateral stability.

Tire Footprint (Contact Patch)

The shape and size of the tire's footprint have more influence on how your Porsche handles than any other suspension component. As a general rule, the lower the tire profile (aspect ratio) the more responsive the vehicle will be to cornering, braking and accelerating.

So what is a tire footprint? It's the very small area at the bottom of the tire that contacts the road surface. The footprint for most tires is not much bigger than your hand size. These 4 small footprints must handle all the weight and different forces

your Porsche can generate.

To determine how large the front tire footprint should be versus the rear tire footprint you need to ask yourself, how much work does the front tire footprint do compared to the rear?

If your Porsche has a 50/50 weight distribution, then in a turn at a steady speed the front to rear workload is split equally between the front and rear. During deceleration the front tires do more work than the rears due to weight transfer. During straight-line acceleration the rear tires do most of the work.

In theory, a Porsche with a 50/50 weight distribution should have the same size tires front and rear. Throw away theory and add in "HORSEPOWER."

The front tire patch has two important main functions. Responding to the driver's steering inputs and stopping the vehicle. The rear tires on the other hand do help stop the vehicle and keep the back of the vehicle on track with the front. But do not forget horsepower, the rear tire patch is what transfers all the power to the road surface.

A Camaro with limited horsepower and all that weight on the front tires can use the same size tires front and rear. The Camaro would most likely handle better with larger tires on front.

Now take a 944 Turbo with more horsepower and a 50/50 weight split and you need larger tire at the rear to help transfer that power to the road surface.

The Porsche factory engineers have come up with the best design taking into account the workload for each tire patch. The design parameters for a production Porsche are very different than a racing model.

Aspect ratio and slip angle

The aspect ratio's biggest effect is on slip angle, however, a lower aspect number tire is stiffer, and will operate at a lower slip angle given the same load and cornering force. A quick way to screw-up the handling balance is to change the aspect ration at just one end of the vehicle.

Wheel Size & Tire Traction

Wheel diameter has no real effect on traction, but it can change the tire contact patch if a lower aspect ratio tire is used on a larger diameter wheel. A lower

aspect ratio will also affect vehicle ride and steering response.

The width of a wheel can have a major effect on traction. The wheel width will affect the contour of the tire tread area, which will affect the shape of the tire contact patch. Tire manufacturers specify a range of wheel widths for every tire they make. You need to stay within specified range for safety.

The wheel width affects the contour of the tire contact patch. If the wheel is too narrow, the tire tread area will bow out, giving a smaller tire patch on the road surface. I have found that using the widest wheel width recommended by the tire manufacture will give the tire its best cornering force.

If you are limited for any reason to specified wheel width, then it's best to use the lowest profile tire that fits on the wheel. The lower profile tire will give you a larger contact patch.

Not all brands of tires respond the same; some tires with a stiffer sidewall construction are less sensitive to wheel width changes.

Tire Compound & Traction

The rubber compound used to construct the tire tread area makes big differences in the tire's traction capability. A soft compound tire has a higher coefficient of friction and will generate more grip. A softer compound is good unless the tread area temperature is too high and the tire overheats. Selecting the tire compound that offers the best grip without overheating can be a black art. For driver education and autocrossing the softest compound available is usually the fastest. The problem with the softest compound is that it's going to wear very fast. DOT tire usually offer the best compromise between good grip and tire wear.

Something to remember is that the tire compound must be compatible with the vehicle load and the heat at a given event. The tires need to operate at their optimum temperature range without overheating.

Tire Temperatures

High performance tires are designed to operate within a temperature range specified by the tire manufacturer. If the tire temperature is too low then the coefficient of friction will also be too low and the tire will not produce maximum

traction. If the tire is allowed to get too hot it will slip and lose traction.

The best way to check your suspension set-up is by measuring the tire temperatures at a few hot laps. The best tools to check tire temperatures are an infrared thermometer or a contact thermometer. The tire temperatures will give information on the following:

Tire pressures

Tire contact patch

Suspension balance

Camber settings

If the tire compound is overheating

If the toe settings are within accepted range

If the wheel width is too narrow for the tires

Most performance tires are designed to operate in a temperature range of 180 to 210 degrees Fahrenheit. What you are looking for when it comes to tire temperatures is an even reading taken from three areas of the tire. For the best results take the tire temperature at the first in-side tread, the center of the tire and the first outside tread.

What Effect Does Slip Angle Have On Tire Temperature?

As slip angle increases, so does the cornering force and lateral acceleration, until the limit of the tire's adhesion is reached. At this point the cornering force starts to fall off.

Tires And Handling Balance

When the slip angle of the front tires exceeds the slip angle of the rear tires, that's called understeering. When the rear tire slip angle exceeds the front tire slip angle, that's called oversteering. What you are looking for is something that is in between oversteering and understeering, this will give you the best possible suspension balance. In other words, your looking for the front and rear slip angles to be as close to the same as possible.

Many things have an affect on slip angle, tire pressure, contact patch and camber. Since tire pressures are used to keep the tire contact patch flat on the road surface it can't be used to adjust the slip angle. Camber is also out because you need some dynamic negative camber while

cornering. Adjusting the roll couple distribution is the best way to change the handling balance.

Tire Sidewalls

The tire sidewall plays a key roll in how a tire responds to steering inputs. A stiffer tire sidewall can generate the same cornering force at a smaller slip angle. The reason for this is that it takes less time for the tire to reach a smaller slip angle and this makes the tire more responsive.

Three things contribute to the tire sidewall stiffness:

Tire pressure











Aspect ratio

Tire sidewall construction

Tire sidewall construction is difficult to analyze at best, but a lower aspect ratio and higher tire pressures will increase the sidewall stiffness. Both of these will improve response during the initial entry into a turn. The transition time from straight line to turning will be reduced.

The most important thing to remember about handling and tire traction is the tire contact patch. Every change to the suspension and tires has an affect on the tire contact patch.



SAT. 7/3	SUN. 7/4	MON. 7/5	TUES. 7/6	WED. 7/7	THURS. 7/8	FRI. 7/9	
<p>Welcome!</p> <p>Parade Check-In Visit Parade Kids table to find out what's happening this week. Get your Parade Goodie Bag and T-shirt. 8-5:00. St. Charles 1,3,4</p> <p>Remote Control Boats  Practice 10-4:00. Golf Wing Lake</p> <p>Summer Splash Pool Party DJ, games, fun and prizes. 12:00-3:00pm Outdoor Pool. Parent Supervision.</p> <p>Kids' Meet and Greet at the Welcome Party. Enjoy fun, games and races with St. Charles own "Wacky Referee". 5:30-7:00 DuPage Airport</p> <p>Free Resort Babysitting Ages 3-11. 4-11:00pm. Pinehurst II Room.</p>	<p>Happy 4th of July</p> <p></p> <p>Concours Lawn Games Stop by and play bean bag toss, horseshoes, tug-o-war and more while enjoying the Concours with Mom & Dad. 10am-2:00pm.</p> <p>Summer Splash Pool Party DJ, games, fun and prizes. 12:00-3:00pm Outdoor Pool. Parent Supervision.</p> <p>Fireworks Celebration Have Mom & Dad take you to Pottawatomie Park for fireworks at dark. Enjoy food vendors, miniature golf and a 6pm concert.</p> <p>-or-</p> <p>Movie by Moonlight Enjoy a family friendly movie by the pool. 8:30pm. Pool Patio. Parent Supervision.</p>	<p>Crafts We're making "Porsche Bling Art" for display at Art Show. 10:00-11:00am. Preservation Hall A</p> <p>Pool & Lawn Games 11:00-12:00 Courtyard Pool</p> <p>RC Cars/ Ice Cream Social Watch or participate in Remote Control Car Competition. Loaner cars available. 1:00pm Check-in. 2:00pm Start. MegaCenter</p> <p>Karaoke and Wii Babysitting  Dinner, Sing-a-longs and Wii fun while Mom & Dad enjoy the Concours Banquet. 6:00-11:00pm. Preservation Hall A.</p>	<p>SLOT CARS 9:00am-4:00pm New Orleans Ballroom</p> <p>Crafts 10:00-11:00am. Preservation Hall A</p> <p>Pool & Lawn Games 11:00-12:00 Courtyard Pool.</p> <p>Remote Control Boats  Timed Runs 2-5:00pm. Golf Wing Lake</p> <p>Rally Banquet  6-10:00pm. St. Charles Arboretum</p>	<p>SLOT CARS 9:00am-4:00pm New Orleans Ballroom</p> <p>Crafts 10:00-11:00am. Preservation Hall A</p> <p>Pool & Lawn Games 11:00-12:00 Courtyard Pool.</p> <p>Kids' Autocross  Test your pedaling, pushing or foot skills in the annual Parade Kids Autocross. Loaner bikes and helmets available. 2-4:00pm Tennis Courts.</p> <p>Free Night!</p>	<p>SLOT CARS 9:00am-4:00pm New Orleans Ballroom</p> <p>Crafts 10:00-11:00am. Preservation Hall A</p> <p>Pool & Lawn Games 11:00-12:00 Courtyard Pool.</p> <p>Scavenger Hunt  2:00pm. Preservation Hall A.</p> <p>Autocross Banquet  Parade Kids' Recognition-Wear Parade Kids' T-shirt. 7-11:00 pm. MegaCenter.</p>	<p>LAST DAY!</p> <p>Pick up your Porsche Art in Art Show Room.</p> <p>Family Time  Visit sites in St. Charles or Chicago.</p> <p>Karaoke and Wii Babysitting  Dinner, Sing-a-longs and Wii fun while Mom & Dad enjoy the Victory Banquet. 6:00-10:30pm. Preservation Hall A.</p> <p>We Love Parade Kids! See you next year!!</p>	<p><i>Family Fun in St. Charles</i></p> <p>River View Golf Miniature Course— Award-winning 18-hole greens with scenic views of Fox River. Pedal Boats and canoe rentals launch from mini-golf course. Pottawatomie Park. 630-584-1028.</p> <p>Paddlewheel Riverboat Cruises— Cruise the scenic Fox River. 630-584-2334.</p> <p>Splash Park— Little kids will love the many interactive water features. West Side Community Park. 630-587-2385.</p> <p>Bike Trails— Bike along Fox River or through the woods. Bike Rentals available. 630-232-5980.</p> <p>Jump Zone of St. Charles— 12,000 sq. ft. Indoor play center with large inflatables, interactive games and toddler activities. 731 N. 17th St. 630-444-1422.</p> <p>Charlestowne 18 Cinemas— 18 screens with stadium seating. 630-587-3300.</p> <p>Fermi-lab— World's highest energy physics lab. 630-840-3000.</p> <p><i>Family Fun in Chicago</i></p> <p>Navy Pier— Ranked the Midwest's #1 tourist destination, Chicago's lakefront Navy Pier has over 50 acres of shops, restaurants and attractions including the Funhouse Maze. 312-595-5275.</p> <p>Sears Tower— now called the Willis Tower. View 4 states just by walking around the Skydeck on the 103rd floor. Interactive kiosks, exhibits and telescopes. 312-675-9447.</p> <p>Museum of Science & Industry— one of the largest science museums in the world. 773-684-1414.</p> <p>Lincoln Park Zoo— Along the banks of Lake Michigan the zoo is the oldest free public zoo in the nation. 312-742-2000.</p> <p>Brookfield Zoo— Butterflies, Bear Grottos, rain forest and more! 708-688-8000.</p> <p>Wrigley Field Tours— Get an insider's look at over 90 years of history in this legendary ballpark. 773-404-CLUBS.</p> <p>Shedd Aquarium— See the Polar Play Zone, Wild Reef, Caribbean Reef and the new aquatic show, Fantasea. 312-939-2438.</p>
<p>BABYSITTING— PCA Group Babysitting is free during Concours Banquet (7/5) and Victory Banquet (7/9) in Preservation Hall A. If you require private babysitting in your room, call: 630-248-777. For all other activities, parent attendance is requested. Parade Kids Chair— Janet Ledesma Cell:561-386-0148.</p>							

"If there was just something for the kids to do at this Porsche Parade thing, we would do it every year as a family vacation."

By Cole Scrogam

Oops, now you did it, the Parade staff has taken away that last excuse and you will have to own up to entering the Parade! When I was a kid at some of the early Porsche Parades, I spent my alone time skipping rocks across a lake or sitting in the hotel room bored out of my mind. I remember one year in particular, at one of the resort based Midwest Parades the only thing I could find to do was fishing at the "catch and release" pier. My parents were happy that I found something productive to do, as they were really busy having fun with their "older" Porsche friends. The only problem was that they charged you for the bait and I spent so much time there...well, you get the picture. My Dad was none-too-happy to get the bill at check out time.

As I got older and really started getting into Parade activities things changed a lot, but I still remember those early years and I can really appreciate all of the activities that are planned for kids and young

adults at today's Parades. Plus, with the new Cayenne and Panamera models, you don't have to stuff them into the rear seat of a 356 or early 911 for a few thousand miles!

Janet Ledesma and the Parade Kids Staff have put together one of the best "Kid Friendly" Parades in recent memory...In addition to the RC car autocross and slot cars that have been a big hit in the last few years, this year will feature RC Boat Racing and Summer Splash Pool parties for the Teens and Young Adults. For the Fourth of July there is a big Fireworks Celebration planned after an evening of miniature golf! Personally, I think I may have to be a fly on the wall at the Karaoke Party though.

For younger kids there is also a complete schedule of events. The popular slot cars will run from Monday through Thursday of Parade week, plus pool and lawn games and crafts each day. During those long banquets, the Parade Kids Staff have planned a dinner of sing a longs and Wii fun for the kids, which is a great idea! Loaner bikes and helmets are available on Wednesday for a Bike Autocross on the tennis courts, sure to be a crowd favorite...

Once Mom and Dad are finished taming the competition with their Porsche, the whole family can enjoy one of several trips to local attractions. Locally, there is Miniature Golf (to go along with big people golf), Riverboat Cruises, Movies, a Splash Park and Biking. A short trip to Chicago for some deep-dish pizza also affords access to the Sears Tower (oops, now it is the "Willis" Tower), Museums, Zoos, an Aquarium and even tours of Wrigley Field or Soldier Field for sports fans. If you prefer, you can take any number of short outings with other PCA members and tour the countryside in your Porsche. There is no shortage of activities, but you can also relax poolside or at Parade Hospitality to slow down the pace a little before returning home.

Wait a minute, where was all this cool stuff when I was a Parade Kid? I wonder if I can bring my own bike to that Autocross...

More Parade information on page 36

North Country
Region's
3-Day Driver's
Education Event
at
New Hampshire
Motor Speedway

Loudon, NH



*Net proceeds
donated to:*

Make-A-Wish
Foundation®
NH
[http://www.wish.org/
newhampshire/](http://www.wish.org/newhampshire/)

Additional donations
accepted.

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session *in your own car!*
(At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed.
(Note parental waiver requirements below) Come into the pits at any time to swap passengers and registered drivers.
This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may be PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features.

Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am
On Track at approx 12:30pm. (Schedule on actual day of event may vary slightly)

Driver's Meeting (MANDATORY – wristbands will be issued to drivers) All drivers and passengers MUST attend a short Driver's Meeting. The Driver's Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Track Sampler

NOTE: This activity is limited to those truly interested in the DE Experience and is subject to additional classroom session and preparation – new 2010 requirements.

For those interested in exploring participating in track events - Sign up for the **Track Sampler**, where an approved Instructor will take you out as a passenger/student in a regular DE (Driver's Education) run session in their track car to show you first hand what DE is all about. Your instructor will give you a real "Taste of the Track". All proceeds go to Make-A-Wish! Scheduling for the Track Samplers is based on the schedule of run groups on the day of the event and how many requests we have. Arriving earlier in the day and being available for a period of time will allow us to best accommodate your Track Sampler!

NOTE: LONG sleeves and LONG pants are required for the Track Sampler. A few loaner helmets are available.

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Bring to the track on the day of the event !

Name _____ Add'l Drivers _____
 Address _____
 Phone (day) _____ Phone (evening) _____
 PCA Region _____ PCA # _____ or, Guest of _____
 Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$25.00 per car
 _____ Track Samplers @ \$25.00 per person
 _____ Long sleeve event Shirts @20.00 each – Size ___M___L___XL___XXL___
 _____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact:
Paul Tallo, NCR Charity Chair, (603) 594-9696 day/work (603) 759-2581 (cell), email charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration)

Ivy and Jay's Impromptu Dinner ... April 21, 2010

This event was not about the cars. This event, held at Jillian's Restaurant in Manchester, was all about conversation, food, and some fun. The fun was taken very seriously by a couple of NCR members ... the competitive spirit seen on the track comes through even at an event such as this. Where was David? Behind the camera :-)





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Drivers' Ed

...continued from page 11

As always, if you are an instructor, please register early so we can finalize registrations for all the green and yellow drivers. This applies to all regions and all events. Help make our Chief Instructor's job as easy as possible.

That's it for now. As I write this article, I know our 2010 Season Opener will be memorable for me and I hope memorable for each of you. As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

Stay safe and I'll see you at the track!

As a reminder, here is our combined NCR / NER / Zone 1 2010 DE Schedule:

Date	Track	Region
02 June	NHMS	NCR
18*, 19 & 20 June	Watkins Glen	Zone 1
08 - 10 July	Calabogie	NER
12 - 14 July	Mt Tremblant	NER
02 & 03 August	NHMS	NCR
27 - 29 August	Watkins Glen	NER
09 September	NHMS	NER
11 & 12 October	NHMS	NCR

* Instructors and Instructor Training only

President

...continued from page 6

and attend the meeting – come and see what it takes to manage the affairs of a Porsche Region. May 7th, 8th and 9th are NCR's first NHMS Driver's Ed event of 2010 – the 7th is reserved for a novice day, a great opportunity for those of you wishing just to dip your toe in the pool without diving in. The May 8th day at NHMS is our Make-A-Wish Charity Event. Be sure to sign up for those Charity Laps. May 1st is NCR's first Autocross day at Fort Devens, in Ayer, MA. Come join us for any of our May events. Be sure to check out one of the President and Vice-President's spontaneous dinners. We promise and guarantee great fun. Jump online and sign up!

June will promise some great events as well including an Ice Cream Social and other spontaneous events...fun, fun.

Anyway, whether it's the chirping of the birds, or just that smell of spring in the air get that car out of the garage and enjoy this time of year. Better yet, enjoy it with all your NCR friends.

See you all soon!



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Tech Session 2, Precision Imports April 24, 2010

Larry Synger



A beautiful spring day greeted 13 car guys for tech session 2 at Precision Imports in Manchester, New Hampshire. As usual our host, Dick Horan, had many Porsche models on hand, along with many other vehicles, for our guests to look over.

Russ Perry, from Empire Automotive Group, had two 911 turbos on site: a 996 cabriolet and a 997 coupe, stunning in white on black.

Of course participants brought out some of their own Porsches to everyone's delight.

Dick just finished installing the drive line into a 1956 356A. He had also removed and disassembled an engine from a slant nose turbo. A '67 Triumph TR4 was in for repair along with a Jaguar V12 E-type. It's like a mini car show every time I visit.

Discussion was about advanced automotive electronics and how much things have changed over the past few years. Things such as testing batteries had to change due to sensitivity of the new car electronics. On many newer models load testing with carbon piles will damage the electronics, so new tactics had to be developed. The carbon pile load testing

put an external load on the battery, dropping the voltage to a predetermined amount and then measured the battery's ability to recover. The new electronics do not have the voltage drop tolerances our older systems had.

The mechanic now has to be a technician and add a laptop to his toolbox. Even digital scanners are fast becoming outdated, replaced by the PC. It is still amazing that with all of the advancements made to our Porsches, the basic shape of the original 911 is still familiar in the brand new 997 models.

Learn more of the ins and outs of your model by joining us next year at Precision Imports.

Thanks to Dick Horan for yet another great tech session.



Photograph of the Precision Imports facility by David Churcher ... Ed and the Spyder, and Porsches in a row by Larry Synger.



Dick illustrated the changes in automotive diagnostic devices by showing the green device on the bench and comparing it to its counterpart of a few years ago which is as large as a refrigerator.

Photographs above by David Churcher

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- SAT. 7/3– RC Boats**– Practice. 10–4:00pm. Golf Wing Lake.
Summer Splash Pool Party– DJ, games, fun and prizes. 12:00–3:00pm. Outdoor Pool.
Welcome Party– 6:00pm. DuPage Airport.
Atrium Pool– Hang out after the Welcome Party.
- SUN. 7/4–HAPPY 4th of JULY!**
Concours– 9–3:00pm. Golf Course.
Ice Cream Eating Contest– Ben & Jerry’s. 11:30am.
Summer Splash Pool Party– DJ, games, fun and prizes. 12:00–3:00pm. Outdoor Pool.
Fireworks Celebration– Pottawatomie Park. Meet at 6:00pm for concert, dine at big selection of food vendors and play award-winning River View 18-hole miniature golf. Fireworks at dark.
- MON. 7/5–RC Cars/Ice Cream Social**– Check-in: 1:00. Start: 2:00. MegaCenter.
Pool Volleyball– 8:00pm. Courtyard Pool.
- TUE. 7/6– Slot Cars**– 9–4:00pm. New Orleans Ballroom.
Lunch– 12:00pm. Terrace Café. Hang out at pool.
RC Boats– Timed Runs. 2–5:00pm. Golf Wing Lake.
Rally Banquet– 6:00pm. St. Charles Arboretum.
- WED. 7/7–Slot Cars**– 9–4:00pm. New Orleans Ballroom.
Lunch– 12:00pm. Terrace Café. Hang out at pool.
Karaoke Party– 8pm. Preservation Hall A.
- THUR. 7/8–Slot Cars**– 9–4:00pm. New Orleans Ballroom.
Bike Riding– along Fox River. Meet at Sammy’s Bike Rentals at 2pm.
Autocross Banquet– 7–11:00pm. MegaCenter.
Pool Volleyball– 9:00pm. Courtyard Pool.
- FRI. 7/9– Volunteer Brunch**– 10:30–12:30. Location– Pottawatomie Park.
Movies– 7–10pm. Charlestowne 18 Cinemas.

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SALE:*** 1993 RS America Track car build # 200. Arctic White about 90,000 miles. An incredible track car. No Sunroof, No Radio, No AC. Does have LSD. Shortened gears, Monoballs with JIC Magic Suspension, Turbo Front brakes, Safety Devices Cage, Fresh Harnesses, Momo Steering wheel, Traqmate GPS, Sparco "bird cage" driver's seat, Evo passenger seat, 3.8 rear wing, Protomotive chip, Fabspeed exhaust and headers, rugs, airbags, and lower dash removed, complete body repaint including interior in 2009. Original Cup rims powder coated black with Toyo TS1's, as well as Fikse FM5's with Toyo RA 1's. Rennline pedals and Trackmats, Lightweight Odyssey Battery, Lexan rear quarters and rear window. Very light, very fast. Needs nothing. Freshly serviced with all fluids replaced including brake fluid, engine and transmission oil, valves adjusted, tuned. Excellent recent leak down results. Serviced by EPE. Perfect. Recent unexpected change in financial situation forces sale. I never planned on selling this great car. Asking \$38,500. I can send lots of pics. Paul Frucci pfrucci@yahoo.com or 603.491.2265.

SALE:*** (a) Craftsman 5-Gal Air Tank, \$15; (b) Kingdragon Neck Support; \$20 (c) Chatterbox for Helmet- \$ 15.00, email: jackoliv18@thesaunders.mv.com

SALE:*2006 - 27' Custom Lobster Boat manufactured by Eastern Boat Co. Custom mahogany ventilating windshield, convertible top, custom seating, teak swim platform, Nidacor hull with full keel and 10 year warranty and Navman GPS. 350 CI Mercruiser inboard with 90 hours. Boat has been kept in a boathouse on a lift at all times when not in use. In like new or better condition. \$56,000 Jay Gratton @ JEG914@AOL.COM

SALE:* 1987 944 Turbo - Coupe, red/blk. Street legal track car -Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

SALE:** 1987 928S4. Friday night date car. Red over black, automatic transmission. Killer aftermarket sound system. Former Georgia car. Body excellent, interior okay but presents well. 17" cup wheels with Toyo Proxies. Runs strong and is frighteningly fast. Has slow leaking water pump which needs to be replaced. This car is not really my style: I'm a 944 guy. Make me an offer. Photos available by email. John R. Killion JRK944@aol.com

SALE: * 2007 Cayman S; 3000 miles; perfect condition and stored in climate controlled garage; comes w/ 7 year tire warranty and 5 year Resistal protection. Meteor gray, with heated power seats, Auto Climate Control. Bose Surround, Bi-Xenon Headlamps, 6 Disc CD, Tiptronic, the Preferred Package Plus w/Tip ... \$42,000 Charlie Contarino 603 329-7307 ccontarino@aol.com

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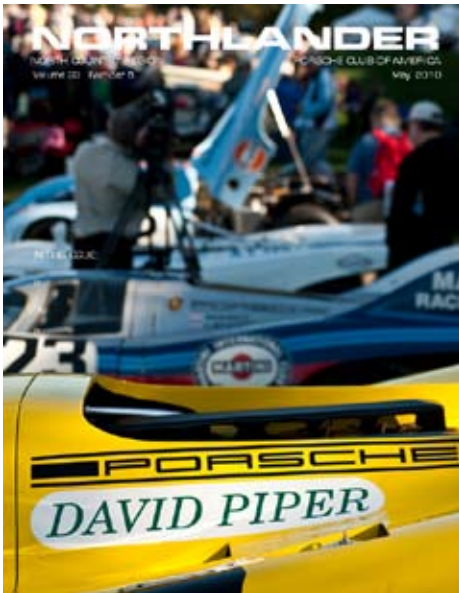
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Nelson Brooks is shown operating Precision's new Porsche scan tool

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Ah, yes ... we did have alternatives for the cover this month too.

25th Annual Zone One Autocross



Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA

The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/15/10
\$85/person after 8/15/10
\$45/person for Saturday dinner
Amounts are for one or two days;
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Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpca@aol.com
Zone 1 Registrar: Aaron Ambrosino
(518) 541 2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

7th Annual Northeast Exotic Car Show

Date: Saturday August 21st, 2010

Time: Show Cars - 8:30 a.m. - 10:00 a.m. / Public 10:00 a.m.

Rain Date: Sunday August 22nd, 2010

Location: Anheuser-Busch Brewery in Merrimack, NH

Information: <http://www.northeastexotic.com/>

This year's show is an official club event for all of the following car clubs: Ferrari, Viper, Lamborghini, Porsche, Lotus, BMW, and TVR.

A donation of \$20 is requested from all show cars during registration. This donation will be made to NH Make-a-Wish, and they will have a booth at the show if you should choose to make a larger donation. "Goodie bags" will be handed out to all show car drivers. Last year our sponsors loaded up the goodie bags with more than \$20 worth of detailing supplies.

This year's show will be a judged event with trophies awarded to 1st and 2nd place winners in each class.

Please check out the website for details about the day. If you have any questions related to showing a car, trailering a vehicle, etc. contact Show Chair and Inter-Club ambassador Jeff Torrey at jefftorrey@comcast.net.



BTW:

Meanwhile, in Europe the Le Mans Series is under way. Photographs from Presse Porsche ... clockwise from top left:

911 GT3 RSR, IMSA Performance Matmut: Raymond Narac, Patrick Pilet.

911 GT3 RSR, Team Felbermayr-Proton: Marc Lieb, Richard Lietz.

Martin Ragginger, Patrick Long.

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AD INDEX

- 33 Autowerkes
- 39 Ayer European Auto Restoration
- 44 Black River Design
- 8 Blair Talbot Motors
- 44 Chestnut Hill Auto Services
- 32 Consumer Profiles Inc.

Inside front cover

- Porsche of Stratham
- 43 EPE
- 37 EXOTECH
- 45 Exotic Car Club Of America
- 44 Harry Robinson
(Porsche of Stratham)
- 35 HMS

Inside back cover

- IRA
- 45 Kathy's Kitchen
- 45 Lavalley/Brensinger
- 44 Loving Volvo

Back cover

- Michael Bernier Agency/
Hagerty/Allstate
- 45 MainleyCustomByDesign
- 35 Meister Restorations
- 39 Precision Imports
- 36 Schindler Law Office
- 44 Scott Murray (Wells Fargo)
- 45 Stibler Associates
- 33 Stuttgart Northeast
- 45 Tires to You
- 40 Tool and Equipment Connections

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- Spring Rally

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