

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

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December 2013



IN THIS ISSUE:

Fall "Covered Bridges" Rally,
Tech Talk,
2013 Annual Banquet
And Much Much More....

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CALLING ALL PORSCHEPHILES

It is time to find members willing to help keep this club going. Past administrations have done the hard work – they have built a strong and varied program with ever greater participation from the membership. We are growing each and every year. New blood is needed to continue these efforts in our region. Any member, whether active, affiliate, or associate can hold either elected or appointed office in North Country Region. Hank, Brian, and I would like to reach out to anyone interested in participating in the club officer nominating process, or to members with interest in serving in a Board of Directors or committee position. Monthly board meetings are held at various locations around NH in an effort to balance driving distance for attendees. The meetings usually run from 6 – 8pm the second Tuesday of the month. The meetings are mandatory for members of the Board but optional for chair positions. Meetings are also open to the general membership. So if you are interested in one of our positions, or in participating in the nominating process please contact Ivy Cowles @ ivy@ConsumerProfilesinc.com or feel free to call 603-767-6461.

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December 2013

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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 44 for advertising rates.

Upcoming Events

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The calendar says it is time to put the Porsche away!!!



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On the Cover

The cover shot was taken by Hank and Ivy Cowles - the 72 911 S RS clone is leaving the stall to spend Christmas and its future with a new owner.



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CALENDAR

NCR Calendar or Events

Be sure to check the calendar for the next events. Coming soon will be info on the Yankee Swap.


<http://www.ncr-pca.org/>

2014 Porsche Parade: June 15-21, Monterey California


Be sure to watch for updates on the 2014 Parade and block the date now. <http://www.pca.org/>

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Matt Romanowski **Wide Open**

I've had a couple of busy PCA weekends in a row, but they have been very fun. The first was NCR's Annual Banquet followed a week later by the Zone 1 President's Meeting. Looking forward, I'll have a couple of free weekends coming up and then I will have to start on the winter projects list!

The Annual Banquet at the Crown Plaza in Nashua was fantastic! Carolyn Choate, with Gordon's help, put together a very fun evening with some great food. NCR has been fortunate to have some pretty good food at our banquets over the years, but I think this might have been the best. The hors d'oeuvres of braised short rib, spanakopita, shrimp, fondue, and even a couple of more things that I can't remember. If that wasn't enough, the buffet of salad, herbed beef medallions, pepper crusted duck breast with apple sauce, salmon with vermouth cream sauce, wild mushroom sacchetti, lobster bisque, followed by a Bailey's chocolate pudding desert was enough to send me home over filled.

Put that great food together with some great friends from NCR and a fun time was had by all. Getting to see Brian and Kathleen Arenstam, Bill and Jannis Kallgren, Dave and Carla Logan, and a bunch more NCR folks who I don't get to see enough during the year. Judging by the number of conversations and sound level in the room, I wasn't the only one catching up with old friends and making new ones. For anyone who hasn't been to one of our banquets, make sure you attend in 2014 and see how great they are.

Dinner was followed by a tidy evening of awards MC'ed by our own Rich Willey. Rich did an excellent job of getting through the awards with a bit of wit, keeping everyone engaged. The large number of great door prizes, complete with some interesting trades, made for great intermissions in the awards and program. Xana was lucky to make a trade with Mark Nadler to get a bright Porsche travel bag in exchange for a Porsche shirt.

One of the best parts of the banquet for Xana and me was returning home to Jackson not being sick. After last year's banquet, we returned home to find out that Jackson was allergic to the avocado that he had for dinner. That resulted in a midnight trip to the emergency room. This year we just had a midnight awaking in which he quickly went back to sleep.

I'm writing this after coming home from Latham, NY for the Zone Presidents' Meeting. Jay and I awoke at O'Dark Hundred on Saturday and hit the road at 5:30 am to get to Latham for the 9 am meeting. Jay was attending as the outgoing Rally Chair and I was there as NCR's President and the Zone 1 Chief Instructor.

The meeting is a good chance to talk with other Region Presidents and hear the issues that face other regions. We also received a great update on PCA from National President Manny Alban who was in attendance. There was a lot covered, but I'll just share a couple of interesting things.

PCA is the largest (by far) Porsche Club in the World. Almost all of the other clubs are owned by Porsche, much like Harley-Davidson owns the Harley Owners Group (HOG). For those clubs, Porsche provides their logos, newsletters, etc. Porsche also handles their version of the Parade, which is only 3-4 days and is held in conjunction with a Formula 1 race or similar event. The PCA Parade is a thing of dreams and amazement by the other clubs. They are amazed that ours is a whole week and we do it without any help from Porsche.

Another interesting tidbit about PCA is that our shirts and clothing with the PCA logo is a big deal to German Porsche owners and Porsche employees. As Manny was telling us this, all I could think about was hearing about how popular Levis jeans were in Russia in the 80's. Something that is common place here, but strongly desired somewhere else.

continued on page 18 ...



Ivy and Hank Cowles

Twas the night before Christmas, where all through the shop
Not an engine was leaking, not even a drop.
The tires were filled to their max PSI,
In hopes that dreaded flat spots won't appear where they lie.

The drivers were warm, all snug on the couch,
Playing driving games in earnest so their skills would not slouch.
With batteries slowly charging from electricity on tap,
The Porsches were prepared for their long winter's nap.

When from beyond the garage there arose such a roar,
I sprang from my PS3 to the polished concrete floor.
A click of a button and the garage doors did raise,
I looked out into the dark my mind in a haze.

The moon on the breast of the new-fallen snow
Gave the luster of mid-day to the objects below.
When what to my wondering eyes should appear,
But a Porsche Turbo for a gift, "is this a joke?" I did fear!

With a tap of the pedal the exhaust note sounds,
I knew in a moment a flat six had been found.
More rapid than a cheater in a Nissan GT-R,
With a new Porsche Turbo I know I'll go far.

Now Doctor! Now Hoffman! now, Carlson and Butzi!
On, Elford! On, Patrick! on, David and Hurley!
To the start of the race! we're off to the "Ring"!
Through the corners and chicanes this Turbo we'll fling.

If we meet with an obstacle, forced air is induced,
Nothing feels quite the same as that twin turbo boost.
Around and around the "ring" we did go,
By holding the line we were anything but slow.

Lap after lap the tarmac flew past,
We knew from the start we'd never be last.
My foot on the gas, I'm ready to shift,
If you find the apex there's no need to lift.

As we round the last corner the checkered flag in site,
This unfair race wasn't even a fight.
The marshals guide us toward victory lane,
Where once again Podium is Porsche's to gain.

Up upon the highest platform we stand,
Taking the win in Porsche's homeland.
Time to go home, put the Turbo in gear,
We turn up the radio for all to hear.

The speakers are blaring as we drive out of sight,
"Happy Christmas to all, and to all a good night."

(found on flatsix's)

Happy Holidays!



MEMBERSHIP



Janet Quintero

**December 2013 Northlander - New Members
and Anniversaries**

New Members:

Derek Carpenter
Patrick Carpenter – Affiliate
Bedford, NH – 1979 930

Jeff Montgomery
Londonderry, NH – 1990 911

Jim Scarborough
Susan Scarborough – Affiliate
Wolfeboro, NH – 2010 911 Turbo
Transfer from Northeast (NE)

Roger Smith
Terry Smith - Affiliate
Georges Mills, NH – 1987 911
Transfer from Finger Lakes Region (FLK)

Member Anniversaries:

1 Year

Ted Chivers
North Springfield, VT – 2004 Boxster S

Mike Hawley
Hampton, NH – 1987 911

Doug Pomeroy
Becky Ohler - Affiliate
Dover, NH – 1986 930 Turbo

Peter Rice
Kevin Rice - Affiliate
Mirror Lake, NH – 2004 911 Turbo

2 Year

Dave Braun
Michelle Porter - Affiliate
Center Tuftonboro, NH – 1986 911

Pete Kawonczyk
Jefferson, NH – 1983 911

Peter LeSaffre
George Denoncourt - Affiliate
Rye, NH – 1957 356A

Eric Roux
Atkinson, NH – 2011 Panamera

5 Year

Michael Hatch
Maria Hatch - Affiliate
Derry, NH – 2001 996

10 Year

Salvatore Calvino
Karen Calvino - Affiliate
Rye, NH – 1995 Carrera 4

David Zrimsek
Christine Zrimsek - Affiliate
Somersworth, NH – 1986 944

15 Year

David Logan
Carla Logan - Affiliate
Tyngsboro, MA – 2002 996

Steve Malinsky
Phyllis Malinsky - Affiliate
Canterbury, NH – 1999 911

20 Year

Steve Baker
Robin Baker - Affiliate
Milton, NH – 2007 911-997

Jay Gratton
Jaime Gratton – Affiliate
Manchester, NH - 1973 914



Rich Willey **Where The Rubber Meets The Road**

Many thanks to all of you who participated in NCR events in 2013. Your support and participation makes all the hard work worthwhile. (Our last driving event, the Fall Covered Bridges Rally had almost 30 cars and over 55 participants!) If you didn't get to an activity this year, I hope you do so in 2014 as you will meet new friends and have a great time with your P-car. We are getting ready for 2014 so if you have any suggestions regarding new events, new destinations, or things we could do better, or you would like to put on an event, drop me a note or contact the appropriate chairperson.

Thought I would try this.

What's your most lusted after car? The one that if money was no object, you would buy in a heartbeat? Maybe for its looks? Maybe for its performance? Maybe cause it was your first automobile love affair? It doesn't matter. Doesn't have to be a P-car. Whatever gets your blood boiling, that's the choice. Only constraints are a) you cannot own it now or ever have owned it, and b) you have to be able to drive it as a registered car on the street. Perhaps not in the USA. Send me a note with your choice and I will publish them anonymously or with first name only (you tell me which) in a future column. Just to kick this off, my choice is an Alpha Romeo 8C Competizione. (I will readily admit, that an Audi R8 is a close second).

Musing#1

I subscribe to a monthly online newsletter from Motorsports Marketing Resources. It is a compilation of editorials, articles on recent concours and races, hype for new books, and a calendar of upcoming events. It's produced locally in the greater Boston area. Anyway, in a recent newsletter they described a new book called Racing Demons and the Targa Florio. You may know that the Targa was a road race through the streets of Sicily concocted by an aristocrat, Vincenzo Florio. It began in 1906 and except for war years ran annually until 1973. Initially it was three laps, 90 miles each but in 1932 the course was reconfigured to be five laps, of 44 miles each. In the later years it became eleven laps, and was dominated by Porsche. Perhaps most notably by Brian Redman in a 908. The last race was won by an RSR 3.0. It is 324 pages of pictures and inside accounts which might make it a terrific holiday present for a Porsche aficionado. It's published by Racemaker Press, and authored by Michael Keyser, Mark Koense, and Enzo Manzo. www.racemaker.com

Speaking of MMR, in their early November newsletter they mentioned a gallery of photos taken by Garret Vreeland at a 356 Registry meeting in Santa Fe. One was an unpainted Abarth 356. Check out the pix at www.motorsportsmarketingresources.com Go to the Photo Galleries tab at the top and scroll down the left side to Garret P. Vreeland (the galleries are in alphabetical order.)

Musing #2

Fakes. We've all seen them. The one's which make you go "WTH". For instance, wire wheel hub caps or non-functioning hood scoops on almost any 1960's era muscle car. Here are two I had never heard of much less seen. Turbo Whistler exhaust which makes your car sound like it has a turbo. It fits inside your exhaust pipe, so as an added bonus it creates an obstruction which reduces engine performance. You may have seen fake disc brake rotors, which shield drum brakes from view, (I'm thinking of putting a set on the Tundra) but now you can also get fake Brembo 4 piston covers for your single piston brake calipers. Of course they are bright red!

Musing #3

As my loyal readers know I like to follow various racing series, most notably the Grand-AM series which merged with the American LeMans Series (ALMS) for 2014, and has been renamed the United Sports Car Championship. (If you **continued on page 12...**)



Mark Watson **MY SPIN ON THINGS**

What – you missed the annual banquet; shame on you!! As you might guess, our annual banquet was just a week or so ago (November 9th to be exact) and it was a terrific event. Carolyn, with perhaps a bit of help from Gordon, organized up one heck of an event. The menu was well prepared and I heard nothing but praise for the variety and quality of the food. After a good dinner and excellent dessert, I had the pleasure of summarizing some of our accomplishments for the season and at the same time recognizing the 2013 Enthusiast of the Year and the entire 2013 DE Team for all their hard work. John D. also announced the Instructor of the Year and handed out the trophy. We gave away two certificates for free DE days at NHMS in 2014 – congratulations to Brian Wells and Rich Willey. Make sure to let John L. know which event you want to use your certificate when you register. Go to the website to see some photos captured during the festivities.

Here is a recap of what I reviewed: during our 8 track days (6 at NHMS and 2 at LRP) we hosted approximately 900 participants and provided special guest lectures and private coaching at three of the events. John D organized almost 160 instructor 'ride alongs' for the advanced drivers, promoted 41 drivers to higher run groups and welcomed David Logan into the instructor ranks – nicely done Dave. We also advanced the instructor development program and currently have 8 instructor candidates working through the program. Speaking of Dave, he organized and ran the Car Control Clinic which had 25 participants and from what I heard some really good pizza and brownies for lunch. We (really Toni) organized and hosted two track dinners at the Loudon CC which were excellent – both the food and the company. We also hosted two garage parties, one at NHMS and one at LRP. Garage parties are a lot of fun and provide an opportunity for everyone to get together at the end of the day, relax and tell stories of their driving prowess. But the numbers don't tell the whole story for our 2013 season: we again had the honor of hosting the Make a Wish Charity event which was well attended and as always a pure joy to see all the smiles and excitement from the children, their families and from all of you who took someone out for a ride. We also had an opportunity to recognize our Veterans and their families at the Memorial Day event and again at the banquet. Since the dinner was on Veterans Day weekend, Ivy graciously agreed to read her poem honoring those who have served. I was again moved by her words and thoughts.

In case you have been waiting to find out who received the Enthusiast of the Year Award and the Instructor of the Year Award, you need wait no longer. Mary Schindler was the Enthusiast and continues the Schindler tradition started by Steve a couple of years ago. Mary had a very busy driving season and has caught the DE bug. All we need do now is get her out of the BMW and into a Porsche – com'on Steve you know you want another Porsche or are you just a bit worried? Let the 'kids' use the Bimmer. Congratulations Mary and rumor has it you were at Limerock getting in one last event – way to go. My thanks to Judy for sending your plaque while I was traveling. Our Instructor of the Year Award went to Penn Young for all his hard work and dedication to his students, the extra effort he continually put forth providing check-out rides and in general taking abuse from our CI, John D. Congratulations Penn you deserve the award but I must warn you that you need to give the trophy back next year! However, the plaque and memories are yours forever.

It's time to wrap up this year and start planning for 2014. No dates from NHMS or LRP at this time but just like Spring and our Opening Event they will come in due time. Get your car ready for the winter by changing the fluids, putting gas preserver in the tank and some moisture absorbent in the cabin. Wash and wax the exterior and vacuum the interior, over inflate the tires to avoid flat spots, park the car on a mat or tarp to keep out excessive moisture from below and plug in the battery charger. Protect your beauty with your custom car cover and now you can start to get prepared for your winter hobbies.

... continued on page 11

Take care of your car and you will be rewarded with many, many years of driving pleasure. I hope to see you at a Tech Event or other activity over the winter. I promise to let you know our event dates ASAP, and from all of us on the DE Team we want to say 'Thank you' for your participation and support of the DE program. From all of us please have a Happy Holiday Season, stay safe over the winter and come play with us at the track in 2014.

John Lussier – Registrar

Lisa Roche - On Site Registration

Brian Arenstam – Track Ops

Edgar Broadhead - Safety Steward

John Dunkle – Chief Instructor

Dave Logan – Car Control Clinic

Mark Watson – DE Chair

Toni Surdam – Track Dinners

Joe Kraetsch – On Site Registration

Pat Maloney – Track Ops

Mark Nadler - Safety Steward

Judy Hendrickson – CI Assistant

Matt Romanowski – Student Development

2014 NCR, Zone 1 and NER Drivers Education Schedule*

TBD

* NCR event registration will continue to be on motorsportreg.com

NER event registration will continue to be on clubregistration.net



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continued from page 9...

went to the Brian Redman talk at Lars Anderson a few years ago you will remember that he thought having two sports car series in the US was absurd.) As an aside, the series will be sponsored by Tudor, a watch company owned by Rolex. I guess Rolex is now prepared to let this lower priced cousin compete beside Rolex in the US market.

Anyway, USCC has announced its car classes for 2014. At the top of the pyramid is Prototype (P) which consists of the old ALMS P2 and Delta Wing plus the Grand Am Daytona Prototypes (modified to run P2 specs).

Prototype Challenge (PC) is retained from ALMS and is a proving ground for up and coming drivers. Similar to LMP2 cars but with Chevy V8s.

GT Le Mans (GTLM) is the same as the current ALMS GT class. Think Flying Lizard and Patrick Dempsey racing Porsches.

GT Daytona (GTD) consists of the current Grand-AM GT and ALMS GTC classes. Think Magnus Racing Porsches.

GX does not survive but the Mazdas are allowed to gain horsepower in order to run in GTD.

Continental supplies all the tires except for GTLM, because GTLM cars will be able to run at Le Mans and their European GT competitors prefer Michelin or Dunlop tires.

BTW the 2014 schedule is out and all classes will not participate in all races. And there will be no bumping and shoving at LRP next year.

Musing #5

Cars and Music. I was going thru the tunes on my iPhone and started thinking about how many cars, roads, and traveling themes have been featured in songs; at least songs from the most formative years of my life. A diverse group of artists sang these songs, although some genres of music seem to lend themselves to cars or driving more than others. For example surf music of the 60's brought us My 409, Little Deuce Coupe, and I Get Around by the Beach Boys. Little GTO by Ronnie and the Daytona's. Little Old Lady from Pasadena by Jan and Dean. Not surprisingly all from that hotbed of car culture, SoCal. Chuck Berry's music often had a driving theme, Riding along in my Automobile and Nadine come to mind. Wicked Wilson Picket's Mustang Sally. Steve Miller's Mercury Blues. The Doors' Moonlight Drive. The Allman Brother's Midnight Rider. Golden Earring's Radar Love. And one of my favorite band names of all time, Commander Cody and the Lost Planet Airmen's, Hotrod Lincoln. But "slightly" more recent music features automotive themes too. Bruce Springsteen's Pink Cadillac and Born to Run. Boston's Hitch a Ride. Jackson Brown's Running on Empty. Tracy Chapman's Fast Car. The list goes on and I'm sure you have your favorites.

Just when you thought it was safe to....

For those of you who thought my Magnus reporting days were over, well, not so much. My friend is back with them for another year and they are the first team to take ownership of the new 911 America, which replaces the GT3 Cup. It has all new underpinnings and for the first time it's a paddle shift car (pneumatic blip and shift). Also it no longer has MoTec electronics but uses Cosworth/Pi so they have to develop/learn a whole new data acquisition scheme. Hopefully, Porsche is now more serious about being competitive with the Ferrari and Audi crowd. Having missed first place in the last ever Grand-Am series by just 10 points Magnus is hungry to win the first USCC series. Stay tuned.



Judy Hendrickson **LOOKING BACK**

Where has the year gone? Seems like only yesterday we were just starting 2013 and now I am already writing for the December 2013 issue! My Mom was sure right – the older you get the faster time goes by.

It's been an event filled year and I hope you have gotten out to one or more of our events. If not, make sure you put us (at least one of our events) on your must do list for 2014. We have a great club, but it can only be as good as the members make it and without new members joining with the seasoned veterans we cannot sustain the enthusiasm, fun and variety NCR is known for. I hope that in some small way through this column, the Northlander as a whole and our website (www.ncr-pca.org), you have experienced the warmth and friendliness of our club. So come on – become an active member of the NCR family.

As mentioned last month, there was no 1983 issue and both 1993 and 2003 were November/December issues. We covered November/December 1993 last month so this month's reprint is limited to the 2003 issue. Most of the articles in this issue were devoted to the 25th Anniversary banquet and officer reflections for the year, but there was an event article that illustrates the changing relationships with sponsors over the years and the interaction of NCR and the local Porsche dealers, along with PCA and PCNA nationally. While reminiscing about the great relationships of the past, we look forward to rekindling cooperative activities in the future. If anyone is interested in sponsoring a club activity or coordinating cooperative events, please get in touch with the President or Advertising Chair.

Volume XXVI, Number 11, November/December 2003 (Cover)



Cover Photo: Will Spring ever arrive? The NCR Auto-X trailer in Winter hibernation.
Photo: *Edgar Broadhead*

7th Annual Toys for Tots

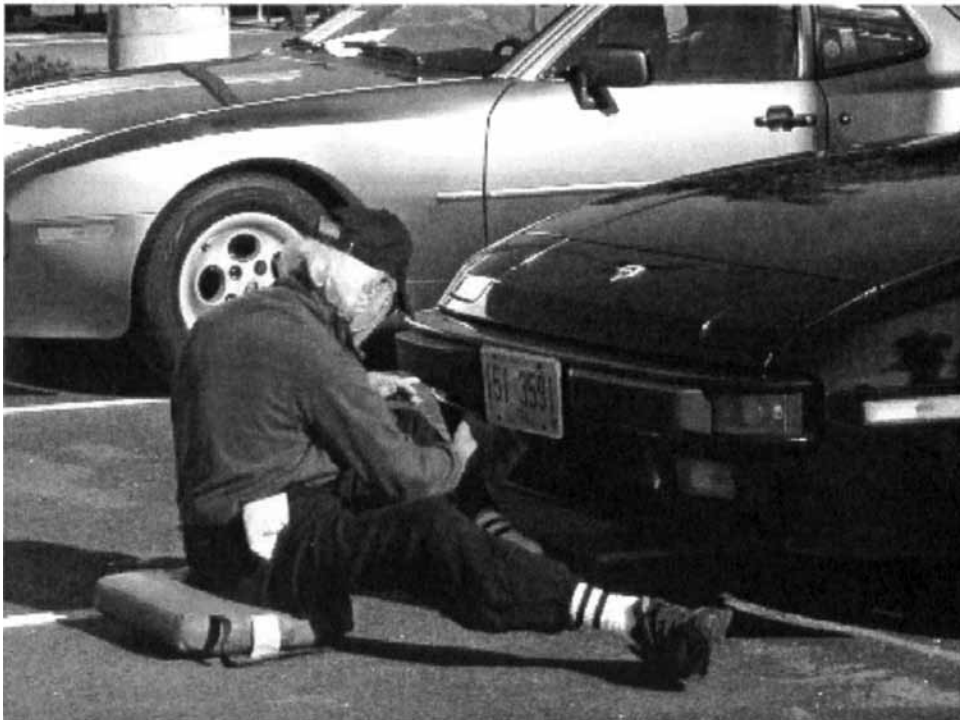
Bob Roche — NCR Region

Porsche of Nashua was the setting for the 7th Annual "Toys for Tots Foundation" Car Show! On Sunday, October 5, 2003, people started showing up early to display their cars. The parking lot was full and we had about a half dozen in the Showroom at this new dealership. The Mayor of Nashua, Bemie Streeter, was on hand to extend a greeting to all the attendees. The week prior to the Sunday was not so pleasant and if it continued, it certainly wouldn't be good for a car show! So, while the rain on Saturday certainly played a role in Sunday's turnout, we ended up with a beautiful, sunny day and had 37 cars for judging!

Porsche of Nashua's General Manager, Kelly Seyler and Harry Robinson, Sales Manager, pulled out all the stops, providing an awesome location, all the food for the barbeque lunch (the \$5.00 fee went directly to the Toys for Tots Foundation) a whole bunch of door prizes and even provided a cool combination of a Cayenne towing a Cayenne!

In the 914 Class, there were 4 cars displayed. My Phoenix Red '73 was first, followed by Jim Mallette, in a real nice Signal Orange Six. Rob Cushion, in his first event with NCR took 3rd in a real clean '73. The Willow Green '72 owned by Matt Romanowski rounded out the Class.

Below: Jack Saunders preps his 944 for inspection. (All Photos: Edgar Broadhead)



There was only one early 911 and one 356, so these cars were grouped together. Don Osborne brought a '64 "C" that received 1st, closely followed by Larry Smith in a real nice Sepia Brown '73 "T".

The Water Pumper Class, with 6 cars, including a stunning '94 968 owned by Cindy Markley. This car walked away with 1st. 2nd place was hotly contested by two fierce competitors! Kevin Bobbitt and Scott Martineau in their 944's were initially tied. A new judging team, headed by National Parade Judge Jay Gratton, was called in to re-judge these cars. Scott barely squeaked by Kevin, taking 2nd, while Kevin relegated to 3rd, mumbled something about Scott's greasy fingers. Jack Saunders' Black '87 ended up 4th, but he was only a point away from a three-way tie! Frank Sapareto in a late entry received 5th.

Boxsters were represented by 4 cars. 1st, again this year went to John Leach in his Ocean Blue "S". 2nd, in his first ever car show, was Gary Couture in a 2001 Boxster. Ed Broadhead took 3rd in his silver car.

The 911 's were classed a little differently this year. The "80's" Class (the largest one) had a first place tie between Paul and Joanne Whooten's awesome '86 Turbo and last year's best in show, John Vandersande's Speedster. Again, the Head Judge, Jay Gratton, with his team determined the winner. By a mere half point! John's Speedster won out. It honestly could have gone either way, these two cars are phenomenal! 3rd place went to Al Hasty in an '87 930. Mark Huston took 4th in an '89. Another '89, this time a Cabriolet, owned by Fred Bussiere got 5th. Sixth place in an '86 Carrera was Paul Barber. Finally Tom Cambell got 7th in his '88 Cab.

Below: From 911s to 986s - everything was there. Was your Porsche?



The next 911 class had two entrants, Bruce Bower in a 1990 Silver C2, edged Bob Giegerich in his Guards Red C4.

The late model 996's went like this: Only one point separated third and fourth, Ted and Lesia Shaw in a '99 Silver 996 received 3rd, while Thomas Balon in a Millennium Edition, C4 was 4th. 2nd place went to Patrick Ahern in a 2001 Turbo. First in class and "Best in Show" went to Caryl Brensinger in her impeccable 2003.

This year the "track" class was the second largest class! Jim Gratton in his new to him '85 Carrera was 4th, his son Jay in his super clean '73 914 accepted 3rd. The Brensingers again dominated; Caryl, showing her '95 Club Sport was 2nd, and scarcely a half point ahead was Barry in his exceptionally clean GT3 Cup Car. This awesome car also won the "Peoples Choice".

We had another "Peoples Choice"; Porsche of Nashua received a trophy from a local jewelry store and we had the two United States Marines walk around the lot and pick the car they liked the best. John Leach's Ocean Blue "S" got the distinction!

I want to take an opportunity to thank everyone that helped at this year's event. First, Porsche of Nashua went over the top to ensure everything was perfect! Kelly Seyler, Harry Robinson and their staff did an incredible job! I cannot thank them enough for the support we received! Jay Gratton and his team of judges did an extraordinary job of assessing the cars. My wife Lisa, with help from Amy, Janet and Sandy did all the registration, tallying the scores, sorting the trophies and most importantly, accepting the Toys. Thanks to all!

Of course, the USMC were there to take all the Toys; the two Marines helped out with judging and had a great time as well.

They always remark about the quality of Toys they receive from our event and this year was no exception. There were at least 200 toys this year! The Marines that collected the Toys said, with this drive they are at least a month ahead for Christmas! Thanks to all that donated. We are able to send the Toys for Tots Foundation almost \$2000 in cash and with the huge load of Toys, this event has far exceeded all the other Car Shows we have hosted!



Porsche of Stratham

 *Audi Stratham*

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Stratham NH 03885

603-418-0285

11/11/13

NORTH COUNTRY MOMENT

7 A.M. HERE IN BARRINGTON; I'M GAZING OUT OVER A BACK YARD BLANKETED IN LEAVES, THE AMERICAN FLAG HANGING STILL IN THE EARLY MORNING SUN.

IT'S VETERANS DAY 2013

YESTERDAY AFTERNOON SUNDAY ,WE WERE GUESTS OF PORSCHE FRIEND PHYLLIS STIBLER AT HER HOME IIN NEWCASTLE NH.. REASON FOR THE INVITE WAS A GET TOGETHER OF FRIENDS HONORING DONALD OSBORNE AND WIFE SANDY. DON HAD RECENTLY PASSED,AND WAS A LONG TERM MEMBER OF NORTH COUNTRY AND PORSCHEPHILE EXTRAORDINAIRE. THERE WERE 15 OR SO MEMBERS PRESENT, MOST OF THEM FONDLY KNOWN AS THE " OLD GUARD" BY ME !

SHARING MEMORIES OF DON WHILST GATHERED IN THE COZY AND INVITING FRONT ROOM,WARMING BY THE WOODSTOVE I HAD A "NORTH COUNTRY MOMENT." WASHING OVER AND THROUGH ME,MY EMOTIONS PEAKED. MEMORIES FLOODED IN AS VARIOUS FRIENDS OF DON AND SANDY SHARED FOND STORIES OF NCR MEMBERS FOIBLES PAST AND PRESENT. IT WAS THEN REALIZATION STRUCK.

MY MIND RACED OVER ALL OF THE FRIENDS, BUSINESS ASSOCIATES, ACQUAINTAINCES, CHARACTERS, FAMILIES AND JUST DARN GOOD NCR PORSCHE PEOPLE I HAD MET AND GOT TO KNOW. IT WAS THEN THAT I REALIZED HOW MUCH I LOVED MY WIFE KATHLEEN SITTING NEXT TO ME. IT WAS THEN THAT I WAS REMINDED HOW DARNED FORTUNATE WE ARE TO BE PART OF THIS NORTH COUNTRY REGION.

AFTER OUR FAREWELL'S AND THANKS GIVING WISHES, KATHY AND I HEADED DOWN ROUTE 1-A IN THE TRUSTY SUBURBAN.(I ADORE MY SUBURBAN !!!) RECALLING MANY HUMOROUS TIMES OVER THE YEARS.WE WERE ABOUT TO PASS THE NEWCASTLE LOCATION WHERE WE HAD THIS FABULOUS CONCOURS D'NCR IN THE EARLY 90'S WHEN VOILA', BLUE LIGHTS IN THE REAR VIEW ! ARRRGH! THAT DAMN TAIL LIGHT OUT AGAIN. I IMMEDIATELY THOUGHT OF DON; I DIDN'T DO MY PREFLIGHT CHECKS! NOW WHAT? THE NEWCASTLE OFFICER COULD NOT HAVE BEEN MORE PLEASANT AND FRIENDLY. HEY, SAYS HE" JUST WANNA LET YA' KNOW!" OFF WE WENT, NO TICKET. AND..... "IT" HIT ME AGAIN..... WITH NCR, IT ISN'T JUST ABOUT THE CARS, IT'S THE PEOPLE!! GOD SPEED, HARRY D. ROBINSON

Nico Aponte Rios peaking through the drivers seat while Miguel was making final adjustments to his car before going to NHMS for race weekend. Miguel is starting Nico early!



continued from page 6 ...

Specific to PCA is that National is going to be hiring people for many more positions. They are looking to get a part time bookkeeper, a digital media person, a membership marketing person, and more. There will also be a By-Laws update in 2014 that has been diligently carried out by honorary NCR member Bob Gutjahr.

Finally and possibly one of the biggest changes people will see, is the www.PCA.org website is being updated. It's being worked on now and testing is starting soon with a group of IT professionals made up of PCA members. Following this, the Zone Reps will test it, with the Region Presidents finishing it up before final unveiling. I think this website redesign will be a big benefit to members.

With the winter coming up, I hope to see folks at some social and tech events. I know it will help me get through the snow, slush, and short days thinking about being out in the sun with my Porsche again. Have a great Holiday season and New Years!



Our New Goodie Store is now open!

Remember your Christmas Shopping can be done here.....

Christmas is NOT a long time coming!!!

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- Tire Gauge
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- Driving gloves
- More Horsepower (oops!! Out of stock)

We are adding items weekly – keep checking in for new items

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Tech Talk

TRACK CAR PHYSICS 101

Greg Osche

5: Aero Drag on Open Wheels

Last spring we considered the drag forces on a vehicle without considering the drag on individual components. In this article we will investigate the drag on the wheels of an open wheeled car such as Formula 1. Although we could simply plug in the numbers in the drag formula we used in the previous article it is more instructive to develop a more fundamental understanding of the physics of a rolling wheel and its aerodynamics. Consider a wheel having unit radius rolling to the right with velocity V_0 as shown in Figure 1. As the wheel rolls along the x-axis any given point on the edge or rim of the wheel will trace out a curve known as a cycloid as shown in the figure.

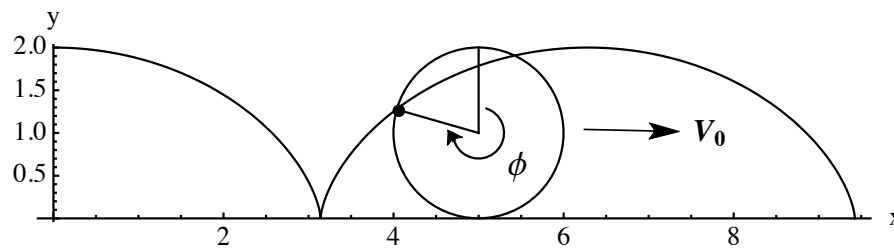


Figure 1. Point on a wheel tracing out a cycloid function.

The equations that describe a cycloid are

$$x = R(\phi + \sin\phi), \quad y = R(1 + \cos\phi) \quad (1)$$

where ϕ is as shown in the figure. These are parametric equations for the point (x, y) as a function of the angle ϕ . The derivative of Equation (1) (a little calculus here) with respect to the time yields the corresponding velocities. These are

$$V_x = V_0(1 + \cos\phi), \quad V_y = -V_0\sin\phi \quad (2)$$

Using the Pythagorean theorem these can be used to calculate the magnitude of the velocity vector for any given angle of rotation ϕ . We have

$$V = \sqrt{V_x^2 + V_y^2} = V_0\sqrt{2(1 + \cos\phi)} \quad (3)$$

Equation (3) can be better understood by referring to Figure 2, which shows that the velocity V at any point on the surface of a wheel is the sum of two vectors, the translational velocity V_T in the forward direction and the rotational or tangential velocity V_R . These two vectors are equal to the speed of the vehicle, V_0 , differing

only in their directions. Simple trigonometry leads to a resultant vector V at an angle $\phi/2$ relative to the horizontal and with magnitude given by Equation (3).

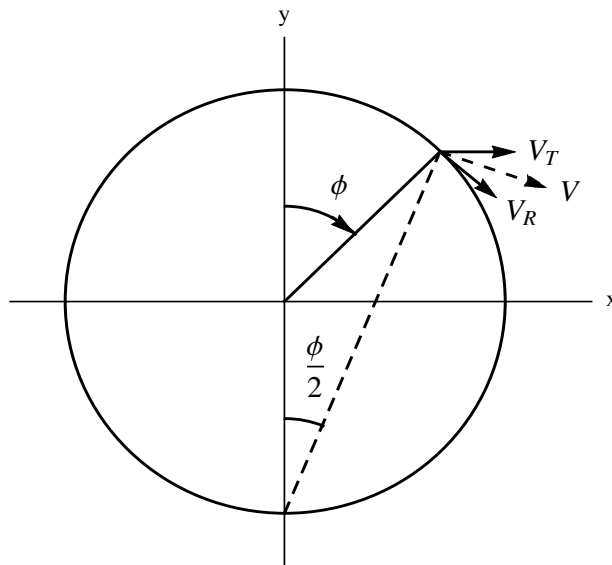


Figure 2. Surface velocity of a rotating wheel.

Returning to Figure 1, the “cusps” in the cycloid correspond to points where the wheel is *not moving* while those at the top correspond to points that move at *twice* the speed of the vehicle. Figure 3 shows how the wheel velocities are distributed. Note that the corresponding values at the back of the wheel have the same magnitudes as those at the front but with different directions. The dashed lines are all perpendicular to the arrows so the “instantaneous” motion of the surface of the wheel can be viewed as a rotation of the entire wheel about the point P. (See “Physics” by Resnick & Halliday, p. 235). For the points shown each of these dashed lines are separated by $\phi/2 = 22.5$ degrees so the middle arrow, located at $\phi = 90$ degrees, points down at 45 degrees with magnitude 1.4 times the velocity of the vehicle while the very bottom arrow has no magnitude or direction.

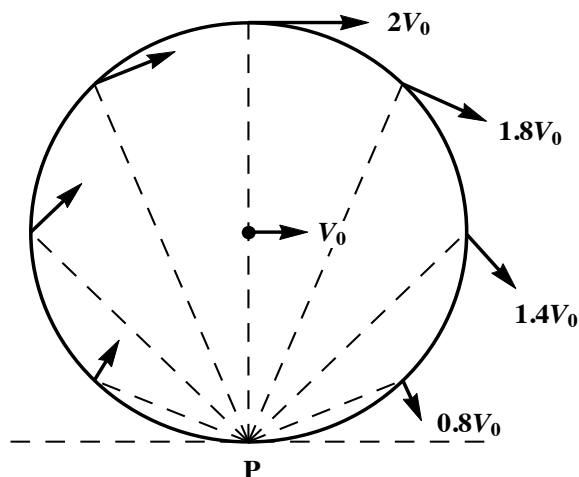


Figure 3. Surface velocity of a rolling wheel.

These velocities lead to some interesting consequences. For example, a top fuel dragster can reach a top speed well in excess of 300 mph in a quarter mile. This means that, relative to the ground, the top of the tire is going "600 mph", close to the speed of sound while the bottom is not moving at all (otherwise it would be sliding). This seems to imply enormous accelerations since a given point must go from zero to 600 mph and back again in the time of one revolution. However, such accelerations are not real since, for constant vehicle speed, the only force acting on the tire is that due to rotation, that is, a centrifugal force. It is the motion of tire relative to the observer that makes it appear to undergo periodic accelerations.

In the case of a Formula 1 car using soft r-compound tires it suggests the possibility of picking up a pebble or stone that sticks to the tire and is then released at the top of the rotation. Figure 3 says that in that case it would be released at 400 mph in the forward direction. This could be quite hazardous to the car in front since the overtaking speed is around 200 mph, a good reason to have a clean track. Since the vectors at the back of the tire all point forward to some degree a stone released *before* the top of the rotation would also be thrown forward, although at slower speeds. Those from the top half would have greater forward speed than the vehicle and those from the bottom half less, the latter causing a debris field for the car behind. (The former also cause a debris field as air drag slows them down).

The wind impinging on a rolling wheel is an "apparent wind" generated by the above combination of translational and rotational motions. It therefore follows that in the case of no ambient wind the air velocities across the front surface of the wheel are just the reverse of the wheel velocities shown in Figure 3. This is shown in Figure 4.

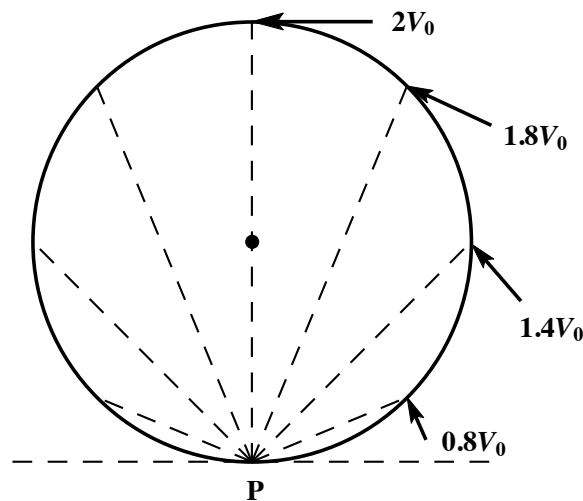


Figure 4. Wind field as seen by a rolling wheel.

The fact that the wind vectors are perpendicular to the dashed lines implies that there is a resistive torque about the point P. This would cause a braking effect that includes both rotational and translational components. However, it is generally the case that for "smooth" tires like racing slicks, the surface drag due to the rotational component is small compared to the translational drag. Indeed if we let the former be zero then the apparent wind field reduces to a uniform field as shown in Figure 5. The first order aero drag can then be readily calculated using the standard drag formula where the projected area is obtained by summing or integrating over the front surface elements of the tire. This leads to

$$F_d = \frac{1}{2} C_d \rho V_0^2 \int dA = \frac{1}{2} C_d \rho V_0^2 WR \int_0^\pi \sin\phi \cdot d\phi = \frac{1}{2} C_d \rho V_0^2 WD \quad (4)$$

Here the squiggly sign means summation or integration over the surface elements dA and the factor $\sin\phi$ accounts for the slope of the surface element relative to the wind direction. Evaluation of the integral results in an area given by $A = 2WR = WD$, where W is the tire width and $D = 2R$ its diameter. But this is just the projected area in the forward direction that was discussed in the previous article. Equation (4) states that under the approximation of no surface drag the overall drag reduces to that of a non-rotating wheel in a uniform airstream, such as a wind tunnel. Indeed this equation is commonly used to model the additional drag on aircraft with wheels down.

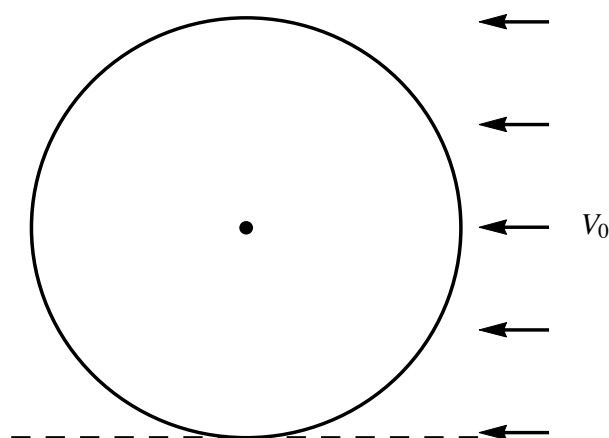


Figure 5. Wind field with no rotational component.

We can ball park the drag on an F1 front wheel by assuming $W = 10 \text{ in}$ and $D = 24 \text{ in}$. The drag coefficient for rubber tires is approximately $C_d = 0.1$ while the air density for a temperature of 20 degrees C and RH of 50% is 1.19 kg/m^3 . (See Article 4.) When inserted into Equation (4) they result in a total drag for both fronts of about 30 lbs at 150 mph and 52 lbs at 200 mph . These have to be more than doubled if the rears are included since they are generally wider. Of course these forces have to be added to the much larger induced drag due to the wings that create the down force for enhanced traction.

The approximation of no surface drag is of course not entirely correct. Surface drag increases with the roughness of the surface and although slicks appear fairly smooth, on a microscopic scale they are rough compared to the body finish of a racecar or an aircraft wing. There are also the issues of turbulence at the back of the wheel and front wing design, the latter helping to deflect some of the airstream away from the wheel. All of these effects make for a complex aerodynamic problem that F1 engineers have well in hand but I would guess that access to it would require the efforts of Wiki Leaks.





2013 Autocross Season

Be sure to look for the 2014 Autocross Season Calendar - thank you all again for a great season. We look forward to next year's events.

Happy Holidays!

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Kevin Getty and his dad out getting the Christmas Tree in 1962 - fits right on the 356

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Congratulations to the Boston Red Sox for yet another World Series! Jackson Romanowski supported the team throughout the season and even grew a beard like the rest of them. Nice look Jackson....way to go...

NCR Fall "Covered Bridge" Rally

by Paul Tallo and Pat Swindell - Photographs by David Churcher

Attentive readers may recall that I just wrote a Rally article in the September issue of Northlander as Pat and I placed first in the Summer Rally which granted us the "opportunity" to write that article. We thought we were safely off the hook this time, as early in the Fall Rally we realized we were already at question #7 before we got our first answer. After a bit of grumbling from my navigator, the pocketful of candy supplied by the Rally-master helped reset our expectations. Smiles returned and we tried our best on the rest of the questions, enjoyed the ride and wonderful scenery including the six covered bridges on the route, and looked forward to lunch.

Obviously, since I'm writing this I was not off the hook. Before announcing the winners at lunch, Rich Willey had the waitress pick a number between 1 and 5. This would determine which place finisher would write the article. It turns out that 15 correct out of 25 questions was good enough for second place and the waitress picked number 2. Actually, Edgar jinxed me before the rally ever started. At the park before the start he asked me "Are you ready to write another article?" Little did he (nor I) know.....

So, that's enough about "why" I'm writing again, let's start at the beginning. The sightseeing began even before we got to the starting point. Greenfield, NH is home to a scaled-down castle which is used as a target for championship "Pumpkin Chunkin" team Yankee Siege. We made a note to visit there next season to perhaps catch them in action. That's a great part of rally participation – just getting out there and driving roads that you otherwise would not. You never know what you'll come across.

We had a great turnout of 27 assorted Porsches on a clear, chilly fall day. Hats and gloves were definitely in order that morning, especially for those brave souls in a 914 with no heat. At Greenfield, NH town park, Rich and Marilyn provided a spread of donuts, pastries, cider and a large bowl of candy "for the ride." After the obligatory driver's meeting, we were off on a 66 mile trip through the Monadnock Region.

Several of the early clues came grouped together in Hancock Village, and were missed by most teams. And there was a question about a #99 racecar trailer that may or may not have been there anymore.... Rich graciously accepted some friendly grief over lunch at the end of the rally for making the questions challenging, but he was glad to have evened out the average difficulty of rallies for the season. It made for a wonderful surprise for several folks who thought they did soooo badly, only to end up winning one of the five prizes.

As driver, I missed a turn late in the rally. We quickly corrected, but that miscue took us under a beautiful stone arch bridge that we would not have seen staying on the intended route. Sometimes getting lost is a good thing....

Over lunch, we met new NCR friends, discussed our plans to stop for ice cream on our return drive home to Massachusetts, and compared notes about favorite spots. Funny that my previous rally article also ended with an ice cream stop! Turns out that our first attempt to stop at Hayward's in Nashua, NH was met with a "Closed for the Season" sign. So this Fall Rally day ended with some seasonal Pumpkin Oreo ice cream at Cherry Farm Creamery in Danvers, MA which is close to home and open year-round.

Hey NCRers - we've done ice cream runs to several individual ice cream destinations, but does anybody want to put together a rally/tour to sample a bunch of ice cream spots? There is actually an "Ice Cream Trail" in NH so some of the route preparation may already be done? NCR is always looking for folks to step up and put together a fun (and delicious) drive!





Lead master - Rich going over Rally info and rules



The colors of fall



Jay and Judy adding color to the scenic ride



Stunning 944 with one of the many bridges



Rally participants and the beautiful cars



Jack taking in the days events



Rich awarding the certificate to First place winners Tania Coffin and Wendy Allen



Pat and Paul win again...they were prize winners at the previous rally too



Jay and Judy sporting their winnings as well - congratulations



Love the hat Rich - so do the smiling Rally goers

NCR Annual Banquet and Meeting

Photographs by Gordon Jackson

The 2013 Annual Banquet was held at The Crowne Plaza in Nashua NH on November 9th - as you can tell by the photographs everyone had a great time.



Carolyn Choate greeting all of the attendees



Now we know why so many NCR members are at DE - Who can resist Mark's smile



Jay, Jaime, Xana, and Matt - The Presidential crew looking lovely as ever



Lisa and Toni all smiles enjoying a wonderful time



Kevin and Terri Getty sharing a few laughs with Nancy



What a spectacular set up - looks beautiful



Ivy presented to Make-A-Wish of NH this year's NCR donation of \$10,000 - what a wonderful cause



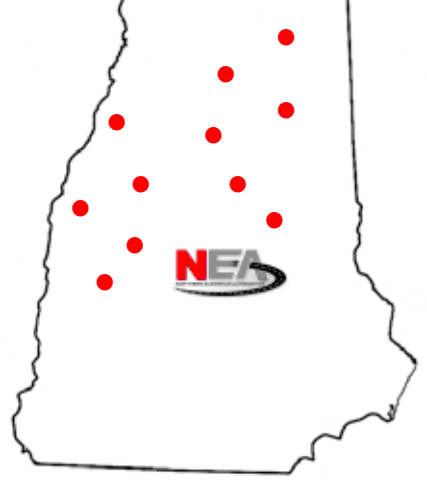
Time for the next raffle drawing. Rich is going to announce who the winner will be....



John Dunkle and Judy Hendricksen presenting to Penn Young the Instructor of the year award



The smile of Paul Hohensee says it all - a great time was had by all. Happy 35th Anniversary NCR



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Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

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Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
Porsche of Nashua	New Hampshire	(603)595-1707
Blair Talbot Motors	New Hampshire	(603)740-9911
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Green Mountain Performance Co.	Vermont	(802)775-3433
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Akira Mochimaru, Natick, MA am904gts@gmail.com

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Porsche by Randy Leffingwell - paperback, *Porsche by Chris Harvey* - hard bound, *Porsche by Michael Cotton* - hard bound, *Porsche by Nicky Wright* - hard bound, *Porsche by Susann Miller* - hard bound. **Prints:** (\$200.00 for the lot) - individual photos available.

Porsche race car by P. Hearsey - ZONE 1 class winner award

911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner

356 Roadster at North Andover commons by Susanna Weber - NER region - class winner

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



1977 911S

One of the best examples around. Stunning Ice green metallic over cork non-sunroof sedan, non-power windows, original and near perfect interior, green/white cocoa mats, a/c (compressor removed but with car), only known changes from new are radio, heat exchangers (removed) and exhaust. Original Fuchs. Body and paint excellent, near flawless, with (apparently) a high quality respray at some point. 42,500 miles. \$21,500 or BRO Email or call for additional photographs - BigCheese@ConsumerProfilesinc.com or 603-343-7575



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

1993 964 C2, Two time "Best Prepared" award winner and consistent podium finisher PCA Racing. Fresh engine & tranny (5 hrs.), full KMR suspension, Penske double adjustables, 2 sets Kinesis 18's, full cage, dual oil coolers w/ RSR pump, Mocal radiator/ Tilton pump on G50. Well sorted and a joy to drive. For advanced drivers. Move your DE to next level & ditch the street car. Over \$150K (invested) will sacrifice for \$39,995. (BRO) **ATC 28' tag trailer available for "package price"** ktistesj@gmail.com for complete specs.



MART

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



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

914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contoocook/Hopkinton, NH frank.sanford@us.army.mil

2004 Harley Davidson Road King Custom FLHRSI - 32K+ miles, excellent condition, always serviced at dealer with 30K service done this spring. New tires last season, highway bars and pegs, saddle bags, syn. oil always used every 3K and before winter storage. Excellent example of a completely STOCK Road King that has never been abused or damaged.

Too many toys and not enough space, I love the bike and I will miss it. Bike valued at \$11,400.

My asking price is: \$10,900/OBO

Jay Gratton - JEG914@AOL.COM or (603) 440-9804



2001 Cabriolet with Hardtop: It's time to find another good home for mom's baby. We purchased this vehicle in 2004 with 472 miles on the odometer. It's been stored in the winter at Blair Talbot's and has all maintenance records. It now has 69,000 miles.

Options list: Lapis Blue Metal Exterior - Savannah Beige Interior - Metropolis Blue Top - Leather Sport Seats - Technic Package - Heated Front Seats Package - Leather Sport Seats - 3-Spoke Steering Wheel
Metropolis Blue Floor Mat - 18" Sport Classic Wheels/Tires - Sport Seats Painted To Match
Porsche Crest in Headrest - Flared Rocker Panels - \$26,5000 - Phone: 603-560-4911



2005 Boxster S: Silver, with a number of nice accessories and in great condition. About 20,500 miles. For additional info please call Bert Jordan @ 781-820-5475



2007 Porsche 911 GT3, Meteor Gray Metallic -- 23,495 miles -OMP HTE drivers racing seat w/halo, OMP WSC passenger seat, original Alcantara seats included, RSS bolt-in roll bar, Halon fire extinguisher, Schroth racing harnesses (red), GMG world challenge front intake grills, 19" Porsche wheels with new Toyo Proxes R888 tires, 19" OZ Racing wheels with Hoosier R6 (10 heat cycles), slotted front & rear rotors, new Pagid racing brake pads (yellow in front, black in rear), K&N air filter, Rennline track mats; I also have the original floor mats. Featherlite trailer, less than 1,000 miles. Title in-hand for car and trailer. Asking \$85,000 for both.

Please call Dave at (617) 224-6784





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

BTW



For those who did not recognize that cute face, it is Lisa Roche - long time member as well as NCR's 2014 Treasurer and DE/AX on site registration



A blast from the past - what fun Tracey and Ivy had being Santa's Elves

NEXT MONTH

Holiday shots, Yankee Swap

At EPE we have always taken great pride in providing the finest service available for your Porsche. As another example of our dedication to enhancing and preserving your Porsche driving experience, we are pleased to offer local Porsche owners the sale and professional installation of "The Guardian." The IMS Guardian™ was developed to be the first early engine failure detection system available for your M96 engine. This product was created specifically to alert the driver to a potentially imminent IMS bearing failure.

This deceptively "simple" device, containing no moving parts, applies concepts and technologies first employed in the aircraft industry decades ago.

Designed to work in most water-cooled cars the display integrates seamlessly with your Porsche's interior. Installation required is just a few extra hours in conjunction with your next oil change.

While not infallible, it is quite possible that this device, when used in concert with a conscientious maintenance program can help provide the peace of mind and stress relief that has been so elusive to the many water-cooled Porsche drivers afflicted with "WCPDPTSD".

With worldwide demand for this revolutionary new product being as high as it is, we have decided to inventory a number of these units. Please give us a call or drop us a note if you have any questions regarding this or any other Porsche related topic, or if you would like to schedule an appointment to have us install one for you.

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