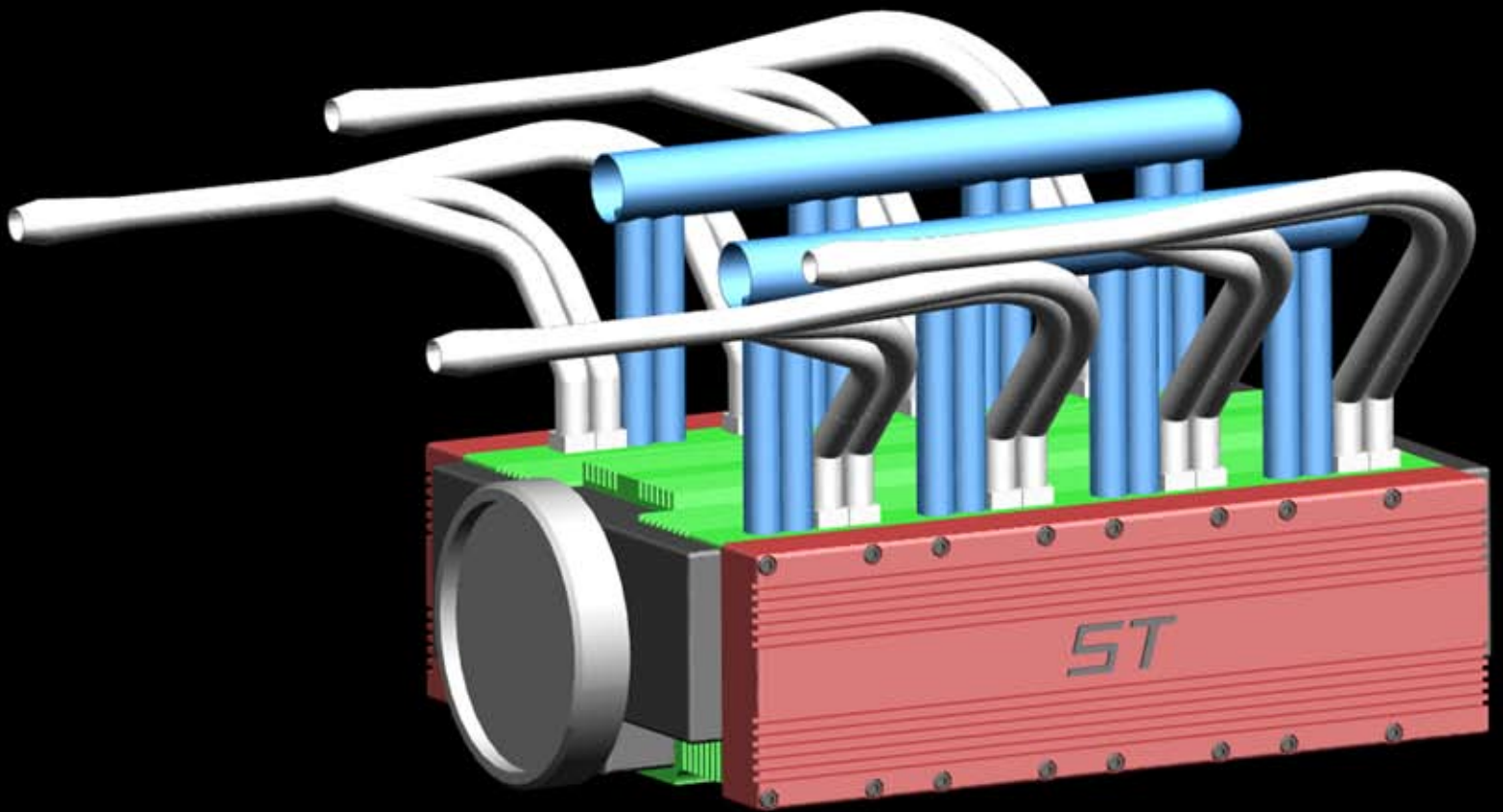


NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 4 APRIL 2008



IN THIS ISSUE:

SCHNEIZENTEIT BOXER 8

IVY GOES TO AMELIA 2008

TECH TACTICS AND TECH

SESSION #3



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Editors

Tracey Levasseur 207 247 3385
 Northlander@ncr-pca.org
 David Churcher 603 799 4688
 Northlander@ncr-pca.org

Advertising

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

Web site

www.ncr-pca.org

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NORTHLANDER

North Country Region
 Volume XXXI Number 4

Porsche Club of America
 April 2008

Upcoming Events

- 3 Calendar
- 20 Parade 2008
- 21 Spring Rally
- 22 Zone 1 Concours
- 36 24 Hours at The Glen

Features

- 8 Ivy Goes to Amelia Island 2008
- 10 Looking Back
- 11 Zone 1 Tech Tactics
- 17 Tech Session #3
- 28 Schneizenteit Boxer 8
- 40 BTW

Departments

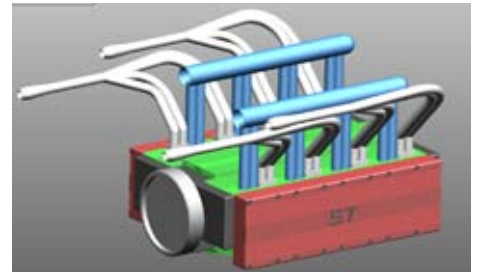
- 2 Board of Directors & Committee Chairs
- 4 Editors' Desk
- 5 President's Message
- 7 Membership
- 12 Drivers' Ed
- 34 Safety
- 38 Business Card Exchange
- 39 The Mart
- 40 Advertisers' Index



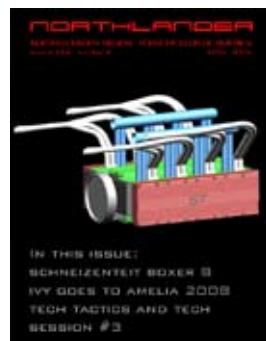
8



11



28



Cover

The Schneizenteit Boxer 8 by Studio Lirpa

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BOARD OF DIRECTORS

President	Miriam Dunster	(H) (603) 659 8592	president@ncr-pca.org
Vice President	Ivy Leonard	(H) (603) 380 3782	vice-president@ncr-pca.org
Secretary	Paul Tallo	(W) (603) 594 9696	secretary@ncr-pca.org
Treasurer	Pete Petersen	(H) (207) 646 5402	treasurer@ncr-pca.org
Past President	Janet Leach	(H) (603) 433 4450	past-president@ncr-pca.org
Membership Chair	Lisa Roche	(H) (978) 534 0118	membership@ncr-pca.org
Newsletter Editors	Tracey Levasseur	(H) (207) 247 3385	northlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	northlander@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org

COMMITTEES

Advertising Manager	Matt Romanowski	(H) (603) 674 3250	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	OPEN		
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Chief Instructor	Steve Gratton	(H) (603) 456-2131	chief-instructor@ncr-pca.org
Concours	Judy Hendrickson Lisa Roche	(H) (603) 881 7576 (H) (978) 534 0118	concours@ncr-pca.org
Drivers' Ed	Paul Frucci	(H) (603) 491 2265	drivers-ed@ncr-pca.org
Rally	Don Johnson	(H) (603) 569 3337	rally@ncr-pca.org
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Social	Ivy Leonard Steve Robbins	(H) (603) 380 3782 (H) (877) 792 7861	social@ncr-pca.org
Technical	Jack Saunders	(H) N/A	tech@ncr-pca.org
Yearbook	David Churcher	(H) (603) 799 4688	yearbook@ncr-pca.org

12

30

APRIL AT A GLANCE

Date	Event Information	Contact
Apr 12	Tech Session 5 Precision Imports: OBD II, Manchester NH	tech@ncr-pca.org
Apr 30, May 1	Driver Education 1, NHMS, Loudon NH	driver-ed@ncr-pca.org
May 4	Spring Rally,	rally@ncr-pca.org
May 16, 17, 18	Zone 1 Concours & Rally – Corning NY	
May 24	Autocross # 1, Devens, Ayer MA	autocross@ncr-pca.org
June 21	Autocross # 2, Devens, Ayer MA	autocross@ncr-pca.org
June 25 & 26	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
July 19	Autocross # 3, Devens, Ayer MA	autocross@ncr-pca.org
July 28 & 29	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Aug 15, 16, 17	Driver Education 2, NHIS, Loudon NH	driver-ed@ncr-pca.org
Aug 10	Autocross # 4, Devens, Ayer MA	autocross@ncr-pca.org
Sept 14	Autocross # 5, Devens, Ayer MA	autocross@ncr-pca.org
October 1 & 2	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Oct 11, 12	Oktoberfest, Gilford, NH, Gunstock Mountain Resort	
Oct 13, 14	Driver Education 3, NHIS, Loudon, NH	driver-ed@ncr-pca.org
Oct 18, 19	NCR Getaway Weekend ... The Balsams	social@ncr-pca.org
Nov 9	Annual Banquet (30 yr celebration), TBD	social@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



David Churcher

As I begin to write here (there, did it again ... the "as I begin to write .." thingy) we still have winter and everyone is still talking about it. We have things going wrong at an alarming rate: the economy, the election, computer breakdowns and a few other scenes. One could reflect on the old adages: "Cheer up things could be worse. So I cheered up and things got worse." Or, "I saw the light at the end of the tunnel and it turned out to be an oncoming train."

I can relate to some of the above. Last week was a busy week and I was running out of time. *Northlander* drop-dead date was upon me and I had a hard drive making noises. Repairs were scheduled for Easter Friday. Five minutes after the techie left there were loud noises and a blank screen. But 24 hours later Marc had found the problem and *Northlander* will go out on time. I believe.

But there is some good news out there.

As I sit down to write April Fools' Day is near. And all my preparation for it is in place. By April 1st we will have spring. I promise. And, you know...last weekend Porsche won at Sebring. Oh, we all expected them to finish the 12 hours and win LMP2 but, wow, they whooped the AUDI and won the over all race. Their first Sebring victory in 20 years. That is good news.

Reflecting on the draft (in pencil) for this editorial while the computer was down I wondered what to call it. Perhaps *Doomsday Thinking*, or *Let's Get It Right*, or perhaps *Team Work*, or *Good Reads For While The Computer Is Busted*. Maybe I could get clever and weave all these together.

Doomsday thinking is an easy state of mind to get in to these days. It's bloody cold, the economy has gone to the dogs and the election is scary. Do you think any of this glum thinking prevailed at the Porsche Weissach offices in the recent year? Oh, sure, there were moments when things were – wobbly -- it goes with engineering, but they must have had a prevailing attitude based on: Let's get it right and team work. They must now be celebrating over there, eight wins last year and now Sebring and the LMP1 class win. What could possibly go wrong to spoil it?

Things do go wrong even for Porsche. You might recall, if you are old enough, the attempt at Indianapolis 500 and the, ah, rule changes which happened about that time. Rule changes...no...discrimination to stop Porsche from winning. If you are old enough to remember 1972 and the CAN AM series you might remember the series failed pretty much because the rules were changed to get rid of the Porsche 917.

So now Porsche is on the scene with the LMP2 Spyder and heading towards, logically, a win at Le Mans. Again. And what could possibly go wrong to spoil that plan? The ACO placed an inlet restrictor size limit on the LMP2 because it was threatening LMP1 and then they added a 50kg weight increase. Could this "level the playing field" as the ACO want? What exactly is "level"? A French win at Le Mans? Could this plan ruin Porsche's success and perhaps have them drop out of racing? Again.

It could. For a detailed account of Dr. Wendelin Wiedeking's (CEO Porsche) point of view see Michael Cotton's article in February's *Panorama*, pages 42 and 43. Indeed, Porsche might just tell the ACO what to do with their changes.

Which brings me to the other topics. A good read, and, team work. Dr. Wiedeking's book *Don't Follow The Crowd* is available in English ... if you can find it. There seems to be a shortage. I will make a few quotes here from the book.

"Those who do nothing but cut costs will soon have nothing and nobody left to produce and sell the goods."

"Every company needs committed, hard working, loyal employees. It won't have them for long if they are constantly told that they have to be content with the pay levels of Thailand."

"Don't follow fashion trends. Create trends of your own."

Pretty good advice and coming from a man who has followed the advice. And, by the way, in Germany the economy is not too bad and they have a 36 hour week and five weeks of vacation. I wonder if our economy might pick up if we took the advice and that work week with five weeks vacation.

More good reads? Take a look at John Horsman's *Racing In The Rain*, a story of racing Porsches and Mirage. If you want to read about how things can go to hell without teamwork, or with rule makers, take a look at Ayn Rand's *Atlas Shrugged*.

Spring is coming. The weather is a bit strange but I am told it is not global warming. It was a bit strange in Tasmania last weekend, they had 35 degrees. That is real degrees ... the big ones ... Celsius. It's like NH having 100 of those other degrees, Farenheit, in November... we have opposite seasons, remember. Global warming? Take a look at Tim Flannery's *The Weather Makers*. But, I am biased ... he is an Aussie.

BTW ... has anyone made an NCR 2008 T-shirt **SPRING WAS A LONG TIME COMING?**

David



Miriam Dunster

Matt and Jay have always supplied fun-filled events in the past and we are all confident they will do it again this year...

The signs of spring have finally started and I am relieved. I thought I had relocated to Alaska or some place where the sun does not shine much, the air is frigid and the only colors you see are white, beige, and grey. It is amazing how a hint of sunshine can make the day brighter. By the way, how many of you remembered how to change the clock in your vehicle, or should I say vehicles? Shouldn't they just switch forward or back depending on the time of year? Maybe the newer models do since they have more computerized parts in them and are using satellite connectivity more. I am not really complaining as much as recalling the Sunday after the spring forward change when I used my car for the first time, winter driver of course, and sat there for a second trying to remember which combination of keys on the radio did the adjustment. At least this year I got it on the second attempt. Of course I could go to the glove compartment and pull out the book and find the page and so forth but where is the adventure in that? At least with the Porsche I don't bother changing backwards in the fall so when I bring it out I don't have to remember that older version. I should also state that as the Porsche ages the numbers get fainter on the clock....or is that just my eye sight as I age?

Anyway, as you read this edition we are about to begin our driving season in New England. I wish as I write this I could predict to all of you that the huge piles of winter wonderland have melted but I do not possess that skill, although it should would have come in handy in the past as well as the future, oh well.

The only thing I can predict with some confidence is I sure hope all the white, beige, and grey stuff is gone and we see the other color spectrum of green grass, cherry blossom trees, yellow daffodils, bright tulips and crocuses, and lots of wonderful warm sunshine to welcome the full spectrum of Porsche colors to the roadways of New England. If you have not planned to already join us for the Spring Rally on May 4th mark it in your calendar now. It should be a great day event this year. Matt and Jay have always supplied fun-filled events in the past and we are all confident they will do it again this year. Hope you have all noticed the changes in the registration system this year for North Country Region. We have expanded out of our home grown version to a popular site used by many sports car clubs and we hope it will make it easier for all the club members to register across the regional events with the one stop shopping so to speak. Our lives just seem to be getting easier (easier than changing the clock in a 944!) and easier as technology continues on its fast path. Let's make the most of it. It is time I let you all get into the meat of this edition, so enjoy your reading.

See you on the roadways of New Hampshire soon. Drive safely!

Miriam



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'07 Cayman	Guards Red/Beige	P7076L	\$42,900
'06 Carrera S Coupe	Black/Black	U3779	\$64,900
'05 Boxster S	Seal Grey/Beige	U37392	\$44,900
'08 Carrera S Cab	Meteor Grey/Black	U37651	\$96,900
'05 Carrera 4S Coupe	Black/Black	U3778	\$74,900
'06 Carrera S Cab	Midnight Blue/Beige	P80711	\$77,900
'06 Carrera Cab	Basalt Black/Natural	U3802	\$78,900
'06 Cayenne Turbo	Black/Grey	P80481	\$61,900

NEW

'08 Cayenne S	Meteor Grey/Black	P8021	\$67,739
'08 Boxster	Midnight Blue/Beige	P8042	\$49,992
'08 Carrera Coupe	Basalt Black/Black	P8080	\$79,900
'08 Carrera 4S Coupe	Speed Yellow/Black	P8101	\$109,910
'08 Boxster RS 60 Spyder	GT Silver/Carrera Red	P8107	\$75,525
'08 Cayman S	Macadamia/Beige	P8106	\$65,280
'07 Cayman S Tiptronic	Speed Yellow/Black	P7074	\$71,577



Lisa Roche

New Members:

Ryan M. Hunt
Amanda Green
Dover, NH – 1974 914

Joe Leweck
Wendie Leweck
Hampton, NH – 1964 356

David P. Parkhurst
Derry, NH – 1988 9245

Member Anniversaries:

1 Year:

Dave C. Boyle
Atkinson, NH – 1991 911

Bob J. Charlebois
Pittsfield, VT – 2007 Cayman

David E. Livingston
Laconia, NH – 2004 911 Turbo

Jonathan W. Sobel
Valerie Sobel
Portsmouth, NH – 1996 993 C4S

Greg C. Dollarhide
Kristina Dollarhide
Hampton, NH – 2001 Boxster S

Jake M. Wile
Brenna Leveille
Peterborough, NH – 1987 944

2 Years:

James Corcoran
Lynda Bruslett
Barrington, NH – 1976 911

Marv Klikunas
Jake Klikunas
Charlotte, VT – 1973 911

Donald Prouty
Jean Prouty
Concord, NH – 1978 928

Michael G. Raymond
Denise Raymond
Amherst, NH – 2000 Boxster

Robert J. Finlay
Peterborough, NH – 2004 911

Ronald G. Pound
Nancy Pound
Portsmouth, NH – 2005 911

5 Years:

Ernest D. Swersky
Pamela Swersky
Nashua, NH – 1991 928 GT

10 Years:

John R. Killion
Mike Killion
Plymouth, MA – 1983 944

Alan R. Guibord
Donna L. Guibord
Bedford, NH – 1998 911

15 Years:

Mr. Aube
Sharon Neidel
Nashua, NH – 1990 911 C4

Jerry Austin
Sharon Austin
South China, ME – 1984 911

Edwin F. Bottelsen
Edwin J. Bottelsen
Gilmanton, NH – 1984 911

Dolores Fortier
Frank Fagan
Rochester, NH – 1984 944

30 Years:

Mark E. Tuller
Deborah Tuller
Cape Porpoise, ME – 1961 356

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

IVY GOES TO AMELIA ISLAND 2008

Ivy Leonard



A new model Porsche? No. Ivy loves a Lambo. Could be the color got her attention.

Other subtitles...

"Ivy Grows on Amelia Island" (get it?), or,

"Collectible Cars Covered by Ivy" or, if she had stayed longer,

"Ivy Planted at Car Show".

alternatives ... from the mind of Hank Cowles

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

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

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

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

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

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

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

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

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



It is not all about Porsche. The Amelia Island show is a car show and one must make a conscious effort to look beyond our favorite marque.



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

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

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

That's when I thought, Ivy you always say to yourself that the Porsche club is not just about the cars but about the people. They just have a common interest. So I e-mailed the Porsche Club's Florida Crown Region. Well actually I first e-mailed North Florida Region who in turn hooked me up with Ken from the FCR.

The hospitality of the FCR, President Ken Perry, set me up (this region did not even know me but proved that we are all about the people). What he said was just get here and we will get you around to where it is you need to go. So that is what I did. I went out to CheapTickets.com and purchased a ticket to Jacksonville for March 8th, 2008. Now knowing I did not have much time and needed to try to be back to work on Monday, my flight back was 8pm Sunday evening. Yes, you read

that right! In on Saturday, out on Sunday. You say was it worth it? Absolutely!

Now, as far as the Saturday flight out, I'm not so sure the turbulence was something I wanted to endure! Wow, what wind! I flew from Manchester to DC, then caught the next flight from DC to Jacksonville with some delays due to the weather.

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

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

After baggage claim I proceeded to meet Alex, my chauffeur in a Mercedes 550S with a sticker price of \$95,000! They told me that car was to pick up VIP's at the airport! I figured I fell right in that category...you see I am the VP of NCR and FCR knew that so if you just put an I in between that it becomes VIP.... ☺

continued on page 25 ...





Judy Hendrickson

LOOKING BACK

From the April 1998 *Northlander*

How to Fit a Helmet Properly

Courtesy of Zone 1 Tech Tactics (1998)

There are five key steps in determining proper helmet fit:

1. Measurement
2. Try On
3. Horizontal and Vertical Movement Check
4. Retention Check
5. Pressure Point Check

MEASUREMENT

Measuring the head is a starting point for the entire procedure. The circumference of the head should be measured at a point approximately one inch above the eyebrows in front and at a point in the back of the head that results in the largest possible measurement.

TRY ON

Select the helmet that is closest in hat size to the tape measurement. If it is between sizes, round up to the next largest one.

- A. Grasp the helmet by the chinstraps, with the front of the helmet facing you and the top of the helmet facing down.
- B. Place the thumbs on the inside surface of the straps

and balance the helmet with the index fingers.

- C. Spread the helmet apart with your hands, and slip down over your head. If the helmet slides down on your head with no resistance it maybe too large. Obviously if it will not slide down over your head at all, it is too small.

Only if the helmet is impossible to put on your head should you move up to the next size as helmets that go on snug generally fit very well all the way on. Your eyes should be approximately in the center of the eye port with the top edge of the liner padding just above your eyebrows.

CHECKING HORIZONTAL AND VERTICAL MOVEMENT

Check to see if the cheek pads are in contact with your cheeks. Look for gaps between your temples and the brow pad. Check the back of the helmet where the neck roll makes contact with the neck. After you have made your visual check, grab the helmet in your hands, one on either side, and try to rotate the helmet from side to side. Note any movement of the skin while doing this, as well as the amount of resistance to movement. Hold your head steady.

Next check the movement up and down, again noting skin movement and resistance. If in either test there is little or no skin movement and the helmet moved very easily, the helmet is too large. A properly fitted helmet

continued on page 16 ...

Jack goes to Zone 1 Tech Tactics

Jack Saunders



When I met John Bobbitt, I took a “double take” because he looks just like his brother Kevin ...

PCA Zone 1 Tech Tactics #28
Report
by Jack Saunders, Tech Chair

This 28th PCA Zone 1 Tech Tactics held in Danbury, CT was different from the ones I attended in the recent past, but well worth the effort and nominal cost. The major differences resulted from the fact that we had to share the Farnbacher-Loles facility (which is one of the premier Porsche preparers of enhanced performance race and street cars) with high ranking professional race team, Highcroft Racing. This changed the old format of holding several sessions simultaneously at different locations around the expansive Loles facility, forcing us to prioritize and therefore miss some sessions. Instead, at this event all the presentations were made at one location so we had the benefit of attending all the very informative technical Power Point talks.

Another unexpected bonus of sharing

the Loles facility with Highcroft Racing, was the opportunity to meet their race engineer, John Bobbitt, who happens to be the brother of our own Kevin Bobbitt, the son of past president Tom Bobbitt, past president of PCA and wife Eleanor who I regularly see at Zone 1 and PCA events.

When I met John Bobbitt, I took a “double take” because he looks just like his brother Kevin, who is active in NCR driving events, especially AX, which I do with him frequently. I took this opportunity to find out the role of a “race engineer” versus that of a crew chief which I’m familiar with from NASCAR racing. It’s similar except that the race car driver talks to the race engineer first who translates the car handling peculiarities and problems into corrective action which is carried out by the crew chief and his mechanics. This requires the race engineer to be a first class mechanical engineer, which John

continued on page 14 ...



Paul Frucci

We've had our first setback of the young DE season: June 4th Lime Rock event is cancelled. The good news is that they are repaving the track, finally! So next year we will have an event on smooth pavement. If you need a Lime Rock fix this season, check out CVR, NY Metro, and NNJR for events. We were unable to get an alternate date that did not conflict with other events on the calendar, so we decided not to try and force it. Beyond that, what alternatives were available to us had us sharing the track with the new "club" at Lime Rock, so we would have had to have it be an advanced day only. Some things just weren't meant to be.

As I write this, registration is open for our joint schedule of events with NER and UCR. Remember that all NCR hosted events are available for registration at www.motorsportsreg.com, while NER hosted events are available at www.clubregistration.net. Events at Calabogie and Mosport are hosted by Upper Canada Region and you can register at the UCR website at www.pcaucr.org.

Our new registration system, neat as it is, has given us some teething problems, so thanks for your patience. Your registrar (John Lussier) has been feverishly getting everyone's profile correct so we can have a smooth running machine and everyone's registration is completed right the first time.

So here is our updated calendar:

Event Date	Days	Track	Host
Ap/May 30*/1	W-Th	New Hampshire	NCR
<i>Novice program on the 30th</i>			
May 21 st	Wed	New Hampshire	NER
<i>Advanced day and Instructor Clinic</i>			
July 7 – 9 th	MTuW	Mt Tremblant	NER
July 11-13 th	F/Sa/Su	Calabogie	UCR
July 23-24 th	W/Th	Watkins Glen	NER
Aug. 2 -4 th	Sa/Su/M	New Jersey MP	NER
Aug 15 th	Fri	New Hampshire	NCR
<i>Advanced day</i>			
Aug. 16-17 th	Sa/Su	New Hampshire	NCR
Sep. 4 th	Thurs	New Hampshire	NER
Sep. 20-22 nd	Sa/Su/M	Mosport	UCR
Oct. 13/14 th	MT	New Hampshire	UCR

This is the first year we have not had a Car Control Clinic that I can remember. We have had a lot of feedback from members complaining about that fact. The simple truth is that we would have had one if someone had stepped up to run it, but as hard as we tried to find an event chair, we were unsuccessful. We are all volunteers in this club and I have two words for those of you out there who were unhappy about it: get involved. Nothing happens without members stepping up and getting involved. I don't do well dealing with whining. In the meantime, our Novice Day on April 30th is pretty much sold out as of this writing, and I think it will be a great day for DE "never evers," basically including all the same activities of the Car Control Clinic except that in lieu of an autocross segment, you get on the track for two sessions in the afternoon.

As March has come in like a lion, let's hope it went out like a lamb as you read this, the snow is melting, and you're getting ready for our season opener. As always, I welcome your feedback at de@ncr-pca.org. No whining. See you at NHMS on the 30th!

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.... continued from page 11

is, having a degree in mechanical engineering. This prompted me to recall that Porsche assigns Weissach engineers armed with special dynamics instruments and laptops with software to diagnose problems with the complex and sensitive suspensions to support Porsche-sponsored race teams. In addition, Porsche uses wind tunnel test data to guide their engineers in reducing aerodynamic drag and increasing the down force to improve high-speed turn traction and stability.

A sampling of the highlights of the material presented and the ensuing questions raised follows. First, the program schedule is presented to give you a feel for the scope of the whole event:

7:00-8:30 Registration opens; breakfast courtesy of Farnbacher-Loles

8:30-8:45 Introductions

8:45-9:45 John Paterek -- Auction Fever: Buy It Now?

9:45-10:00 Break

10:00-11:00 Chris White -- Pressurized Performance - Turbocharging: Basics and Mods

11:00-11:15 Break

11:15-12:15 John Veninger - Porsche 928 Thrust Bearing Failure

12:15-1:15 Lunch

1:15-2:15 Farnbacher-Loles - Power Plus Power Enhancements

2:15-3:15 Allen Caldwell - Porsche Fuel and Motor Oil Developments

3:15-3:30 Break

3:30-4:30 Kevin Gross - 944 Transaxles for Street or Track

4:30-5:30 Chris Powell - Porsche 911 Failure Analysis: Causes and Prevention

6:30-7:30 No Host Cocktails (Cash Bar) at Sheraton Danbury

7:30-9:30 Dinner at Sheraton Danbury

Restoration by John Paterek

At the outset, let me state the obvious:

anyone who undertakes a restoration project has to love long hours of detailed work in pursuit of cosmetic perfection -- the "labor of love." Assuming you don't have an antique or old Porsche to restore, you can expect to pay as much as \$60,000 for a "derelict" or \$100,000 for one in good condition. Also, most cars are bought via private deals rather than by EBay auction. John's advice is to buy now because prices are spiking. Now getting down to some details requiring hard work:

- Beware of overpainted corroded finishes. Overpainting also occurs accidentally, when spraying other cars in a paint shop or when parked outside near a fence that is being sprayed. Note: for \$20 you can buy a "Black Light" which clearly highlights such surfaces.
- To clean a car properly by hand requires 6 hours of hard work. Use P215 cleaner.
- Must change cloths frequently to avoid scratching.
- "Wurth Zebra" finish is recommended.
- "Mercedes Polishing Wool" is a new, effective tool.
- To clean wheels, use old t-shirts or microfiber.

A final note on how "finicky" you have to be to even come close to an Honorable Mention in a concours competition: for example, gaps between doors and body and hood and fenders are measured to within .001" using electronic calipers.

The Basics of Turbocharging by Chris White

Appropriately, the presentation started with a cross-section of the heart of a jet engine, which is, in effect, a generic turbo supercharger. (This is very familiar to me because I started my engineering career designing jet engines for GE) A little history is appropriate here.



Jack's camera was as busy as his pen and pad. Nice, new, neat Porsches all looking like art work as much as racing machines.

All photographs with this article by Jack Saunders.



Before jet engines, aircraft engines were normally aspirated reciprocating gas engines whose performance (power) dropped dramatically as it flew at higher altitudes where the air density (pressure) dropped thereby starving the carburetors of oxygen necessary to burn the gas. Well, along came a clever GE engineer named Sanford Moss who invented the turbo supercharger which is essentially what is used in all of today's turbo-automotive engines. Briefly, the rest of the story is that when the US Airforce needed to develop its first jet engine near the end of WWII (to catch up to the Germans who were ahead of the Allies using them in combat effectively) they recruited GE, where I ended up helping to convert a turbo supercharger into a jet engine.

Now, back to the future to acquaint you with some interesting facts pertaining to the turbos in your Porsches:

- In general internal combustion engines aren't very efficient, i.e. about 2/3 of the total energy created by the combustion in the cylinder heads is wasted in exhaust gases out of the pipe.
- This is exactly where the turbo shines -- it forces the exhaust gases to spin its centrifugal turbine at very high speeds of 100,000 to 150,000 RPM simultaneously driving a centrifugal compressor attached to the same shaft.

This compressor raises the pressure and temperature of the ambient air. To increase the density of air before entering the cylinder and to lower its temperature (to avoid pre-ignition) the compressed air is piped to an intercooler normally mounted in the front area near the radiator to get the benefit of "ram" air, just as a jet aircraft does, when the car is moving. This process increases the efficiency of the power plant and as

an example increases the power (and torque) output from 147HP (normally aspirated) to 220HP (turbocharged). It only takes a net increase in peak cylinder pressure of about 20% to double the power output, which is surprising. A practical note for 944 Turbo drivers (which I'm sure they already know) is that max torque and therefore max acceleration out of a turn occurs at about 3000 RPM. The same is generally true of most car engines, namely, max torque occurs at part power in the mid-range of RPM's.

Unfortunately, there is a price to pay for extracting all this extra power from a normally aspirated engine (especially the pistons, rods, crankshaft and their bearings) which has been subjected to higher stresses due to significantly higher temperatures, pressure and very high inertial loads which increase as the square of the RPM. For example at 6000 RPM the G Loading is about 250 G's. A useful refinement on some high-end turbos is the incorporation of variable angle inlet vanes which direct the exhaust gases into the spinning turbine blades at most efficient angles over a broader band of RPM's: i.e., from 100 to 150,000 RPM the efficiency is almost flat.

It should be noted that to prolong life and minimize premature failures due to the higher stresses in turbo engines, it's necessary, for example, to: develop ceramic turbine wheels, beef up the engine blocks, and go to drop forged, high alloy steel connecting rods (instead of costly lightweight titanium rods which are too weak). Of course with the higher crank and rod bearing loads, the tolerances and quality must be tighter and oil lubricity and life must be higher. Note: this is complicated by new environmental rules which eliminate phosphates and zinc, necessary for good lubricity, from lube oil to avoid corrosion of anti emissions components.

This compressor raises the pressure and temperature of the ambient air

Unfortunately, there is a price to pay for extracting all this extra power

... to be continued in May issue

... continued from page 10

WARNING: Do not buy a helmet that can be rolled off your head with the strap fastened.

will cause the skin to move as the helmet moves. And, it will feel as if evenly distributed pressure is being exerted around your head.

RETENTION CHECK

Now fasten the chin strap. After the strap has been tightly fastened, hold your head steady and reach over the top of helmet grabbing the bottom edge with your finger. Then try to roll the helmet off your head. If it comes off, it is too large.

PRESSURE POINT CHECK

Finally, unfasten the chin strap and remove the helmet. Immediately after the helmet has been removed observe the coloration of the skin on your forehead and cheeks. A reddening of the skin in a small area may indicate a pressure point. Pressure points sometimes are noticeable for several minutes or even hours later. They sometimes cause headaches, and are, at the least, uncomfortable. If you notice a pressure point see if you experienced discomfort there while wearing the helmet. If you cannot remember, put the helmet back on for a few minutes paying particular attention to the anticipated pressure point. If you experience pressure point discomfort either time, go to the next larger size, repeating steps four and five.



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Timing Belt Changeout Tech Session #3

Paul Tallo



The belt. The challenge. Photo by David Churcher.

...although I do often work on one on the road at DE events ... Hey Ivy! Get your timing belt replaced and oil leaks fixed before the season starts.

I think in the future that you'll see an organized lunch after the Tech Sessions.

On Saturday February 23rd, Corey Jacques and his right-hand man Rich treated us to another very informative tech session. The weather cleared Saturday morning after another Friday night snow that had some folks concerned about making the trek to Sports Car Workshop in Kennebunk, Maine. After some early morning shoveling of my driveway in Hudson, NH, I hit the shower and then the road, picking up David Churcher and Ivy Leonard on the way. We met a varied crowd of other car nuts at Corey's shop. Sure, there were the usual NCR tech types, but we also signed up at least one new member who hopes to get his 924 back together in time to join us at some events this year, and Corey invited along some other "Maniacs." You know how NCR is – everybody's welcome!

After informal introductions over coffee and donuts while we checked out Corey's new shop (about six months ago he moved down Route 1 to this new shop – more shop space and a new lift!), our Tech Chair Jack

Saunders and our host Corey made a few welcome remarks, and then it was time to turn it over to Rich for the meat of our technical conversation about 944 timing belt replacement.

A common theme throughout a timing belt replacement discussion is that you "might as well" replace a bunch of other parts "while you're in there." None of these other parts are very expensive compared to the time and labor to open it back up again. The major parts you'll be replacing are the timing belt, balance shaft belt, water pump and thermostat. But, you might as well plan on new tensioners and what about that crankshaft seal and checking the other shaft seals.....? You've waited 40,000 miles or ten years or whatever interval you've chosen to push that old belt to, so why not treat your 944 baby to a few new parts. Corey offered the group copies of the exploded parts diagrams with Porsche part numbers.

I won't try to detail the whole process – you can read the manual (or attend

a Tech Session for that) but I'll run through the steps to touch upon the "tips" that Rich gave us along the way. Some folks might be intimidated diving into this project, but Rich assured us that there's no reason that it can't be a do-it-yourself project.

Of course you've removed the air cleaner and accessory belts, and then dropped the fan assembly out the bottom of the engine compartment. Now it's time to break free the crankshaft bolt. After securing the car in 5th gear, or using a tool to the ring gear through the starter hole, Rich pulls out his breaker bar and trusty "Mr. Pipe" for leverage. Remove the front engine plastic covers and you get a view of the real task at hand. Be sure you've lined up the cam pulley mark with the mark on the cover (I like to use a little bottle of brush-on White-Out to mark all the important orientations). Once the pulley positions are marked, Rich reaches in his toolbox for his "Belt Removal Tool"scissors! On a serious note, there are a few special tools that you may need - like the spanner wrench with two pins to hold the balance shaft pulleys. These are available from some of the Porsche parts specialists like Pelican, other tool sources, or I bet if you make friends within the club there are a few floating around that you can borrow. You might even get some help or some more tips, or somebody to look over your shoulder for moral support.

After the belts, pulleys, and tensioners are off, the rear plastic covers and the water pump are removed and you can take a look at all those shaft seals. The water pump on all 944's should be replaced with the improved 944 Turbo design (includes a block-off plate for non-Turbo applications) Tip – install the new thermostat into the water pump before installing the pump – there's a snap ring in the neck that holds in the thermostat – it's easier to install on the bench when you can actually see it.

Tensioning the belts when reinstalling is a little harder to explain. Without using a "real" tensioning gauge, the best description is that you should be able to twist it with your fingers less than 90 degrees before it digs into your fingers. Yes, a properly tensioned belt will "sing" when the engine is running – that does not mean it's too tight.

There was a lot of interaction with folks that attended the session and had hands-on 944 experience. Corey pointed out some common 944 problem areas – like the reference sender bracket on the rear of motor. The crank sensor is a common issue for a no-start condition, and it seemed like common knowledge that you will break the old one when removing it! The Crank Sensor and the Speed Sensor assembled on that bracket are about \$150 each. Speaking of

no-start conditions - the alarm system is another area to watch out for.

Overall the session was well received and the added experience of attendees was great. I got a lot out of it, and I don't even have a 944 (although I do often work on one on the road at DE events)....Hey Ivy! Get your timing belt replaced and oil leaks fixed before the season starts.

Thanks to Corey and Rich. You can reach them at (207) 985-6661 and on the web at www.sportscarworkshop.com. Thanks also to our Tech Chair Jack Saunders for pulling together another great session.

After thanking our hosts, Matt and Jay *twisted arms* to get some of us to join them for lunch at Federal Jack's for food and some Shipyard Ales. I think in the future that you'll see an organized lunch after the Tech Sessions.

It was a great day for our photographers:

Below left by Jack Saunders. Below right by Matt Romanowski. On the adjacent page Rich shot by Matt on his Pentax, David shot by Matt on David's Nikon, remainder by David Churcher and his Nikon.





Charlotte Porsche Parade 2008



Greetings from Charlotte!

The Carolinas Region and Zone 3 welcome you to Charlotte NC, host city for the 53rd Annual Porsche Parade. This will be the first Porsche Parade held in North Carolina since 1981 and the first ever hosted by the Carolinas Region.

Our team has been hard at work putting together what we think will be an exciting and memorable event for all Porsche enthusiasts, their families and our sponsors.

We appreciate the opportunity and the honor of hosting this event. We hope you enjoy your stay!

Registration

The registration fee for the Charlotte Parade is \$175 and covers basic admittance to the Parade for the entrant, a co-entrant and one car. Additional fees will apply for banquet/meal tickets and some activities. The co-entrant may be an unaffiliated PCA member, but they must share the same car with an entrant. If an entrant chooses to enter more than one car, a separate registration fee must be paid. The only exception to this rule is that if the registered Porsche is NOT legal for street use, a second Porsche may be registered for use in the rally only.

The Parade website -- www.paradecharlotte.org will be used to post all changes and updates to Parade information. Please check this website periodically, and especially before coming to the Parade.

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

- The fastest, easiest way to register is online at <http://www.pca.org/paraderegistration>. Before you can do that, you must be a registered user on the PCA website. If you aren't already registered, please do that now. If you are already registered, please ensure your information is up-to-date. When you register online, secure payment can be made online via credit card.

OR

- You can complete this Registration packet and mail it with your payment to the address below. It must **not** be postmarked before March 11, 2008.

Parade Charlotte Registration
PCA National Office
PO Box 1347
Springfield, VA 22151-0347

As usual, there is no early registration. The online registration site will be available beginning at 9:00 AM Eastern time on Tuesday, March 11th, 2008. All online registrations submitted on March 11th will be treated equally with paper registrations postmarked the same day. Forms postmarked earlier will be rejected. Please retain a copy of your registration for your records, regardless of which registration method you choose.

Jay and Matt's Most Excellent

Rally Adventure: Go West Young Man!



Sunday, May 4th, 2008
A day that you will never forget!

Frequently Asked Questions:

1. "Matt and Jay, I though you only knew how to put on a Rambly?"

Well, since a Rambly is actually a subset of a Rally, working out a full Rally is something that we are comfortable with. Overall, you'll decide if we were any good at it.

2. "Where does this Wicked Good Time take place?"

The wicked good time starts on Sunday, May 4th, at Porsche of Nashua. Things will kick off at 1:20 PM, with a drivers' meeting at 1:40ish and the first car off at 1:59.38. It will end at Parker's Maple Syrup Barn in Mason for dinner!

3. "Can normal people afford this much fun?"

Of course. Matt and Jay are next to poor, so if they can do it, anyone can. It's only \$20 per person, which includes dinner. We even encourage bringing the whole family!

4. What kind of food will I get with this event (we all know that is what counts)?

The dinners are listed below and each comes with a salad, rolls, and veggie of the day. Desert will be apple crisp. Parker's only serves soft drinks but you can bring bring the adult beverage of your choice!

5. "This sounds too good to be true. What life altering sacrifice do I have to make to get into the Rambly?"

Although it sounds too good to be true, it's really very simple. All you have to do is fill out the bottom of this page and mail it to Matt by April 18, or sign up online at www.ncr-pca.org.

Name _____ Region _____

Phone _____ Membership# _____

Attendees _____

Dinner Choice:

Maple Baked Beans & Ham _____

Roast Turkey Dinner _____ Baked Stuffed Chicken Breast _____



Sign up electronically at www.ncr-pca.org or mail \$20.00 / per person. Checks made payable to NCR-PCA.
Please Mail this registration flyer to Matt Romanowski, 243 Elgin Ave., Manchester, NH 03104.



ZONE *Zone 1 Concours d'Elegance & Rally* ***May 16, 17 & 18, 2008***

On May 16-18, the Niagara Region will host the 29th Annual Zone 1 Concours and Rally in Corning, New York. Weekend activities will include a Rally along the foothills of Southern New York and a Full & People's Choice Concours d'Elegance. This event is geared for both the novice-level as well as the experienced PCA member. The net proceeds of the weekend will again benefit Paul Newman's Hole in the Wall Gang Camp for seriously ill children.

The 29th Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show to be held at Wings of Eagles Discovery Center will start promptly Sunday morning at 11:00 am, placement of cars by 8:30 am. If you have any concours questions, contact Daniel Deegan at (585) 924-0271 or email: heis968@yahoo.com. The Wings of Eagles Discovery Center is located next to the Elmira Airport at 17 Aviation Drive, Horseheads, NY.

The 11th Annual Zone 1 Rally will be a straightforward time/speed/distance rally designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday at 12:31 pm, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped, meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 11:00 am and a Driver's meeting at 12:15 pm. The first car off will be at 12:31 pm. Rally awards will be given out Saturday at 4:00 pm in the hospitality suite. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email: cupcar@optonline.net

The host hotel for the weekend will be the Corning Radisson. Event registration will start at 4:00 pm on Friday, May 16, at the hotel. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 11:00 pm, again at the host hotel. Saturday evening will be a free night to explore Corning.

Weekend Schedule

Friday Afternoon –Registration (starting from Radisson Hotel)	Evening –Hospitality	Saturday Mid-day - Rally
Saturday Morning - Registration & Rally Novice School Awards ; Free Evening		Saturday Evening - Rally
Saturday All Day - Concours Preparation Concours d' Elegance		Sunday All Day -

Hotel Reservations

The Corning Radisson is the host hotel for the weekend .Participants who wish to *stay* at the hotel should make their own reservations by calling the hotel directly at 607-962-5000 (before May 1st to receive group rate) and asking for the Porsche Club of America rate of \$ 115.00 per night.

2008
ZONE 1 CONCOURS & RALLY
AT
Corning, NY
HOSTED BY NIAGARA REGION
Headquarters: Corning Radisson

FRIDAY, MAY 16TH

5:00 pm – 9:00 pm Registration Opens – Front Lobby/Bar Area
5:00 pm – 11:00 pm Hospitality Room Opens –
7:00 pm – 7:00 am Security Corral – Parking Lot
9:00 pm – 11:00 pm Beer & Wine Reception – in the Hospitality Room

SATURDAY, MAY 17TH

8:00 am – 4:00 pm Registration – Front Lobby/ Bar Area
8:00 am – 5:00 pm Concours Prep – Parking Lot
11:00 am - 12:15 pm Rally Registration & Tutorial
12:31 pm - 3:00 pm Rally Start – Corning Radisson
4:00 pm – 5:00 pm Presentation of Rally Awards in the Hospitality Room
9:00 pm – 11:00 Hospitality Room Opens
5:00pm –7:00 am Security Corral – Parking Lot

SUNDAY, MAY 18TH

7:30 am – Lineup & Tour to Wings of Eagles Discovery Center
8:00 am – 10: 00am Staging & Concours Prep – Wings of Eagles
11:00 am – 1:00pm Concours Judging
2:00 pm – Concours Awards
3:00 pm –Drive back to Corning Radisson and Departure



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... continued from page 9

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

Arriving at the Ritz I was just amazed. The cars were already sitting out front on display not to mention the ones just parked in the parking lot. There were many! I was greeted by Ken Perry himself who along with Sherma and Alex showed me around. Yes...a back door entrance where only the Amelia Concourse staff can go. Neat stuff. Sherma took me around the premises to look at some of the auction cars. My goodness...some of them went for over a million dollars. Even two million! She then introduced me to Rusty "Russ" the FCR's Social Chair. Great guy. Heck I am already on his mailing list to be invited to the social events.

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

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

NCR's Paul Beck and his wife stay on Amelia Island about 2 months out of the year. We had been in contact through e-mail as well on my last minute decision to join in on this fine event.

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

The military visitor story at the Hotel is for another time. Though I will say we are very proud of our soldiers.

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

Sunday morning...the alarm goes off promptly at 7:45. I was very excited about the day's events. I could not wait to see all the cars. Paul Beck again offered to pick me up at the hotel and was there about 9am. The half hour ride back to the Ritz seemed like 5 minutes. I guess I was a little excited.

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

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

Okay, now I'm in line to get in through the gates which took maybe 10 minutes. Thousands of people were moving through at a very fast pace but they had plenty of gate area to move things through.

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

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

We walked around for about 2 hours before it was time for Paul to check in for his volunteering duty which was drive around the handicap cart, a very important job. Okay I cannot tell a lie: for the next couple of hours Paul and the FCR crew drove me around in a golf cart to see the premises and cars. Boy was I spoiled!

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

I made it a point to visit some of the displays from NH...such as a Locomobile owned by NH's very own Bill Ruger. Or the



Photographs of Ivy at work on the Northlander assignment. Photos by Ivy's new Florida friends.

Deussenberg, J-460 owned by Lee and Joan Herrington and displayed by Bob Hanson who at dinner told Paul that Lee Herrington's Deussenberg received 2nd in class. Another Deussenberg, formerly owned by Clark Gable was first. I also made it a point to go over and see Michael Amalfitano with the Fiat Abarth, and so many more.

The display of every type of car you can think of...Porsche, Deussenberg, Bentley, Fiat, Ferrari's, Mercedes, Rolls, Aston Martin, Shelby, MG, Cadillac. Of course my favorites were none other than Porsches themselves. My favorite was the blue 935....with yellow trim. Absolutely gorgeous!

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

Finally...my day came to a close and we knew it was time for me to head back to the airport. Paul Beck again drove me back to the Jacksonville airport where I sat to wait for my flight back to Manchester.

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

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

And finally, I would like to plan a gathering of NCR members to go down to Amelia Island Concours in 2009. Be watching for details in the near future.



Mike Amalfitano is more often seen with a Porsche but clearly his passion goes deep and back in to the days when a 500 cc FIAT could cause excitement. Here Mike stands beside his Abarth FIAT 500. Not your average Topolino by any means.



The wheels of fortunes. Ivy's eye was drawn to the details. Northlander will send her on more assignments now she has shown us her talent.

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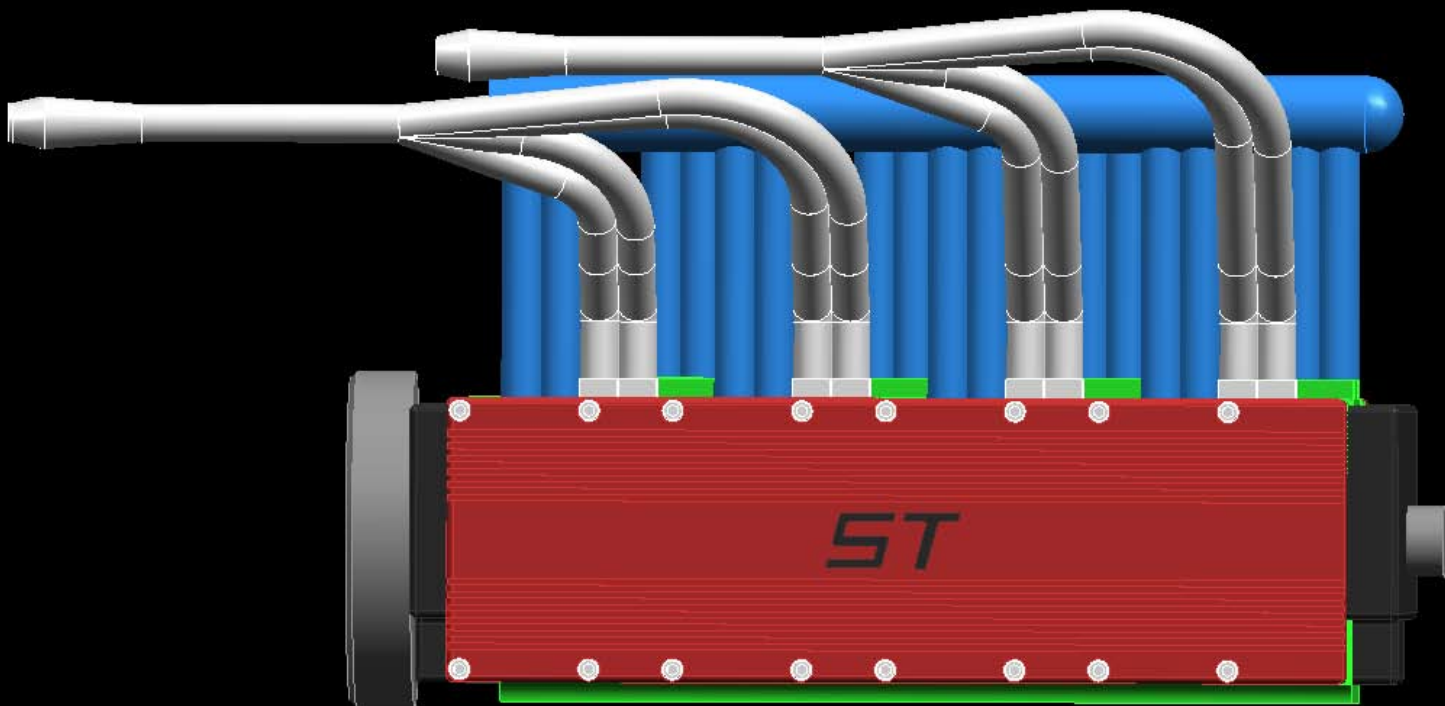
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THE SCHNEIZENTEIT ROTENKOPF BOXER FLAT EIGHT

We are sitting in the café of the Scheizeit Werks with their chief designer chatting about the new project for 2008. They have been very busy here in the Black Forest Factory working on their improvements for Porsches. I got to see a few drawings of their '09 projects and they do look exciting. But we must wait for next year. Meanwhile, here we have a transcription of the conversation on the new Boxer engine. This engine will retrofit in to a 911 or 914 chassis. And perhaps in to a racing chassis.

What happened to the Scheizeit V8 of 2007?

We found to our disappointment the engine had a high CG. After much consideration we decided to put all efforts in to our original plan for a flat 8.

A lower CG?

Yes. Ja.

Will it fit in a 911?

Natürlich...aber schneizeit.

Will it fit in a 914?

Natürlich...aber schneizeit.

What is this new engine called?

It is the Unterkopfventil boxer. (*translation: under head valve ... a side valve*)

Boxer? Because it is a 180 degree V?

Nein ... because it looks like a box.

We see the valves are beside the cylinders and the gasses enter (and leave) the cylinder in a very unconventional [modern or current] manner.

Ja. By this method we avoid the contamination of the new charge by the old charge. They are going in different directions and thereby do not mix. Also we know from years of history an engine with valves beside the cylinder will have a flat torque curve. And we know from Tech Sessions acceleration is all about torque.

The valves do not have springs under them. How are they closed?

By gas springs ... the engine is charged with nitrogen pressure under the valve stem and cam follower.

Oh, yes. This is the "gas spring" pioneered by the British designers.

Nay nay. We do not borrow from the British.

The cylinder head looks interesting. Is it air cooled?

Ja. We tried fluid cooled and dry deck head cooling but finally found the correct temperatures were maintained by air cooling.

And it is red. Looks like an exotic Italian.

Ja. The exotic Italian is called a Testa Rosa, which translates to "Red Head". In German that is Rotenkopf. So our new engine is the **ST Boxer 8 Rotkopf**.

Looking at the engine closer we see there is no spark plug.

Richtig. It is compression ignition. A diesel.

And the heads are air cooled?

Ja. We find we can keep the heads hot enough for ignition and the cylinders cooled properly with this arrangement.

The pistons. They have a thick crown. Is this by design intent?

Ja. We leave room for the hot crown piston. For the moment we have oil spray cooling and wish to be sure we do not get fire under the boiler.

Was there a lot of trial and error and experiment? And, perhaps, failures?

Ja. It failed. A few times. The designer no longer works for us. He now works for ACME Kinderspielwarenfabrik.

The connecting rods are interesting. A tubular rod and not an H pattern.

Ja ... under the tremendous pressures inflicted a tubular rod is a stronger cross section. As noted by Rankin Gordon and Euler. An old idea not finished. We also

vary the wall thickness along the rod to put the strength where needed.

And there are no bolts on the big end?

Again we use an old idea not finished. It is well known the bolts to join a connecting rod cap to the rod make up the radius which will define the crank centerline above ground. And, the bolts are another "weak link" in an engine design. So we have a one piece rod.

How does that assemble with the crank shaft?

A complex system of modular crank shaft components with spatial relationships designed not to cause a rapid displacement of components.

Wie bitte?

Bitte?

The crank appears to be a single plane two up and two down but with a slight twist.

Yes ... we have offset the cranks from the plane by 0.05 degrees to allow for the torsion twist inflicted by the power stroke.

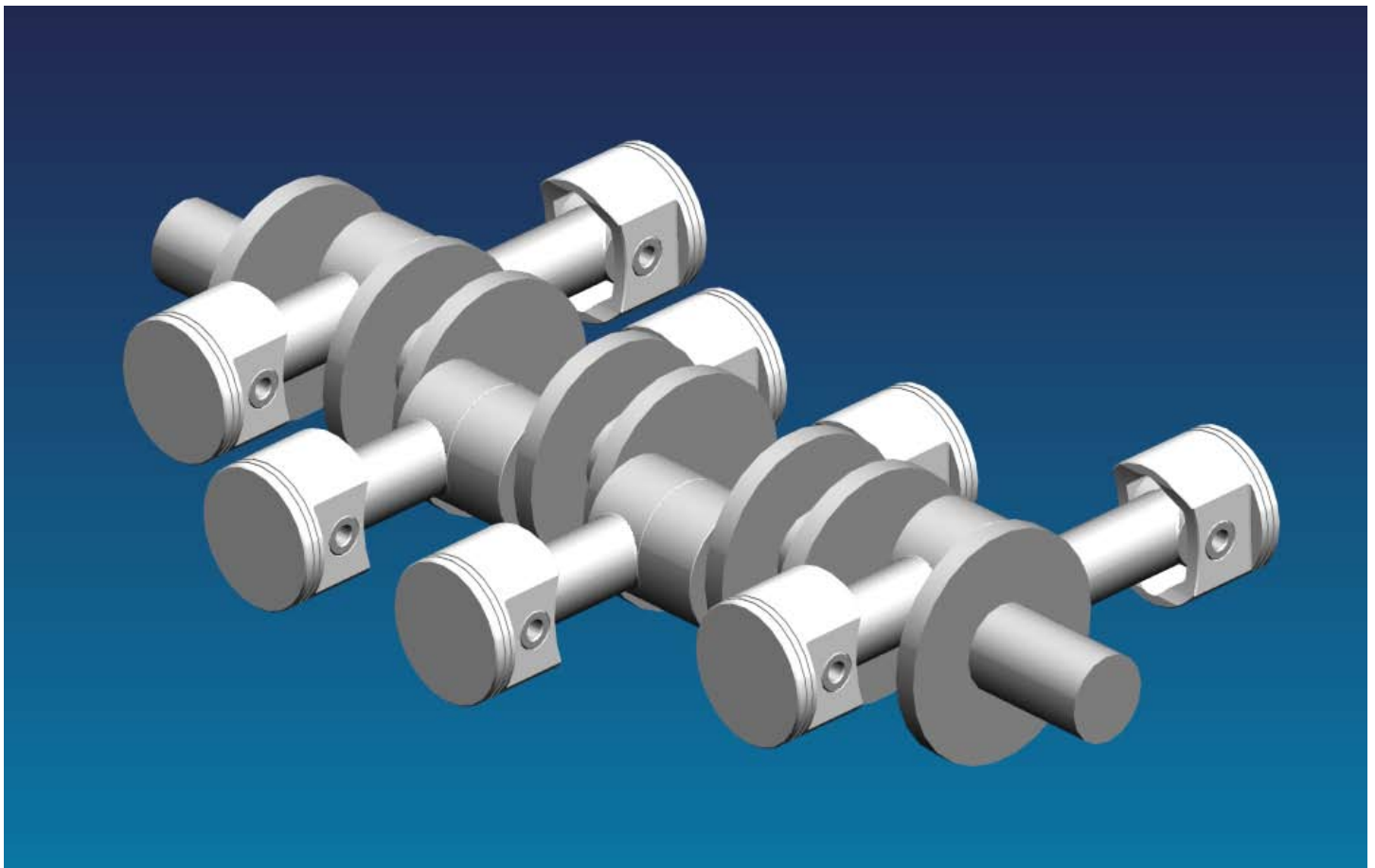
The cylinders seem to not have a sleeve, nor is there any valve guides. How do you explain this?

We have a material for the casting called Nikaluminum. We cast using the Sophie process. It is an alloy with crystalline silicon content of 32.5%. After first machining there is an etching process to expose the crystals and then a plating process which is "gripped" by the exposed shapes of the crystals. This prevents the plating from coming off.

Is it true you have an Australian on your design team?

We have an Australian insultant. His name is Professor Gandie. He is difficult to work with but he helps.

Difficult?



The pre-assembled crank, rods, and pistons. Notice the con-rods are round section and not an H section. The wall thickness of the the tubular rod varies to give the optimum in moment of inertia and section modulus where the compression and bending loads are inflicted.

Ja. These Aussies do not understand some things are impossible so they go ahead and make it work. And they have no sense of humor.

What about road tests?

Naturlisch. We have fitted the engine to a 911 and to a 914 chassis. We expect soon to try an LMP2 chassis. Or perhaps an LMP1. Initial tests were made at Nuerburgring in our white test car. We chased the RUF Yellow Bird.

The Yellow Bird?

Ja. Our car is white and we call it: Der Grosse Weisse Vogel.

Ein Gans, vielleicht?

Yes.

And what lap time did you achieve?

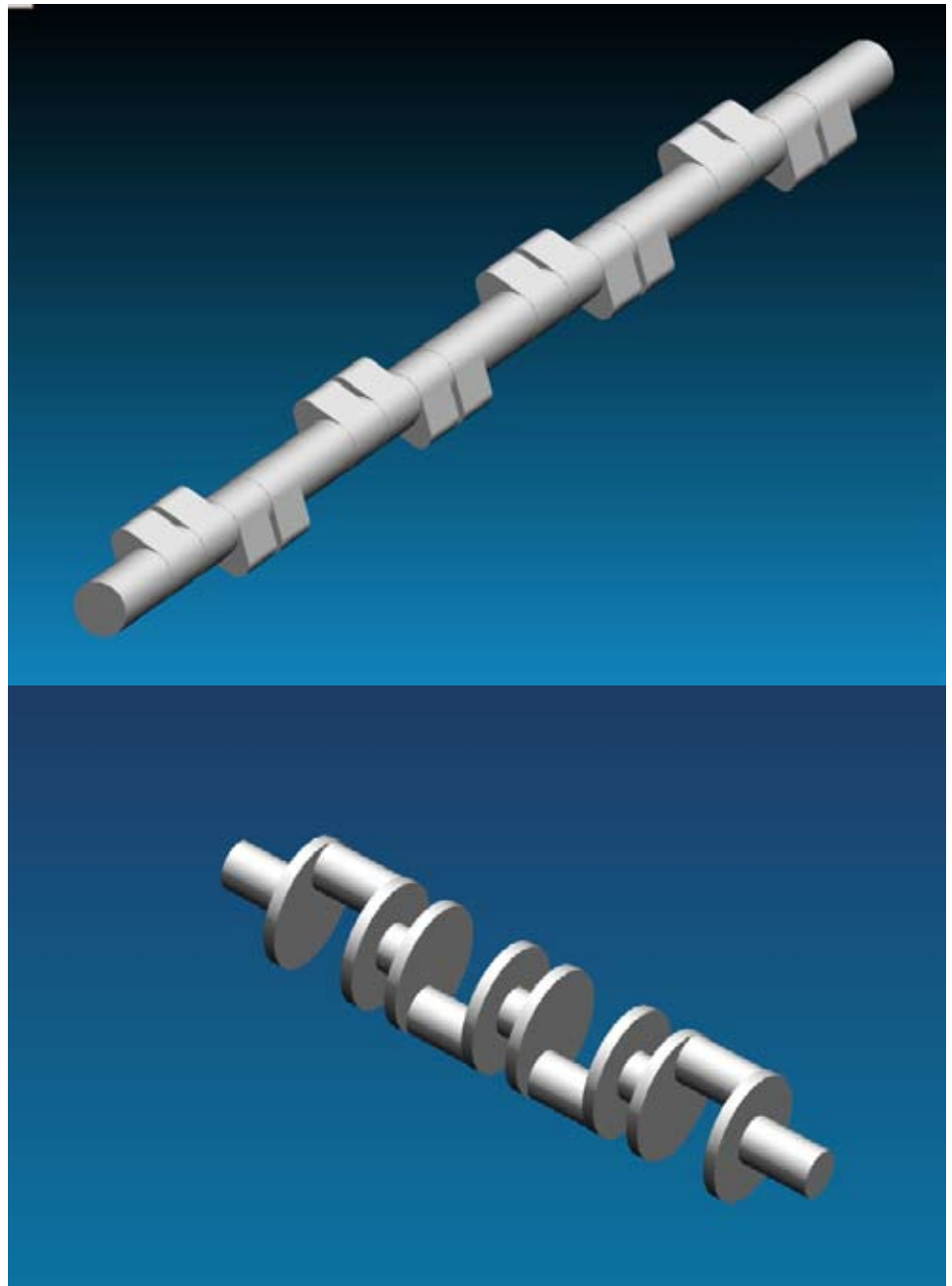
A very nice time of 08:04:01... das ist schnell.

And next year? What is the project and what can we expect to see when we come back to visit again?

Ah! The chassis design group have been very enthused. Their LMP2 chassis is almost ready for track testing.

Great. And the ultimate goal for the Schneizenteit motor and chassis combination ...?

Le Mans.

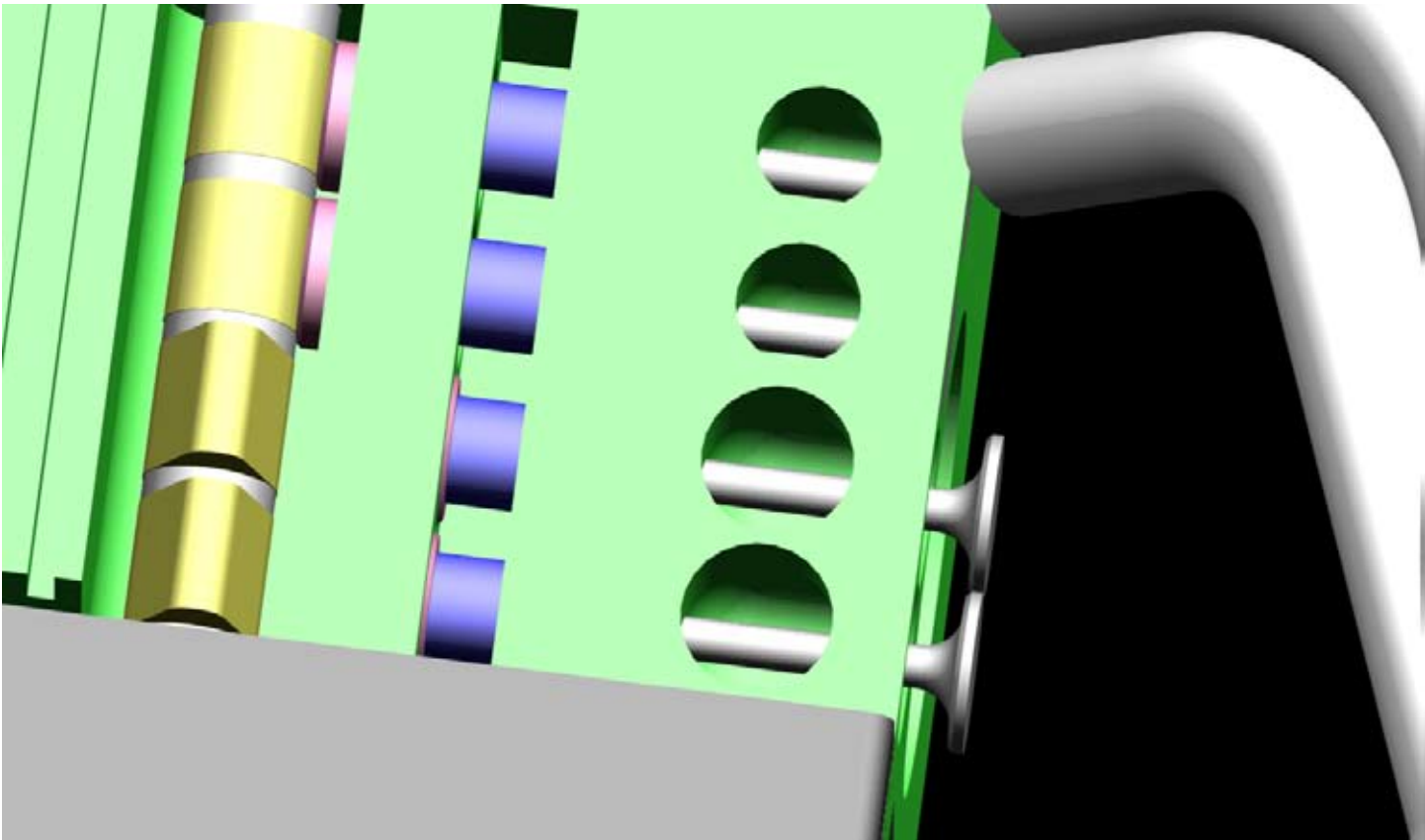


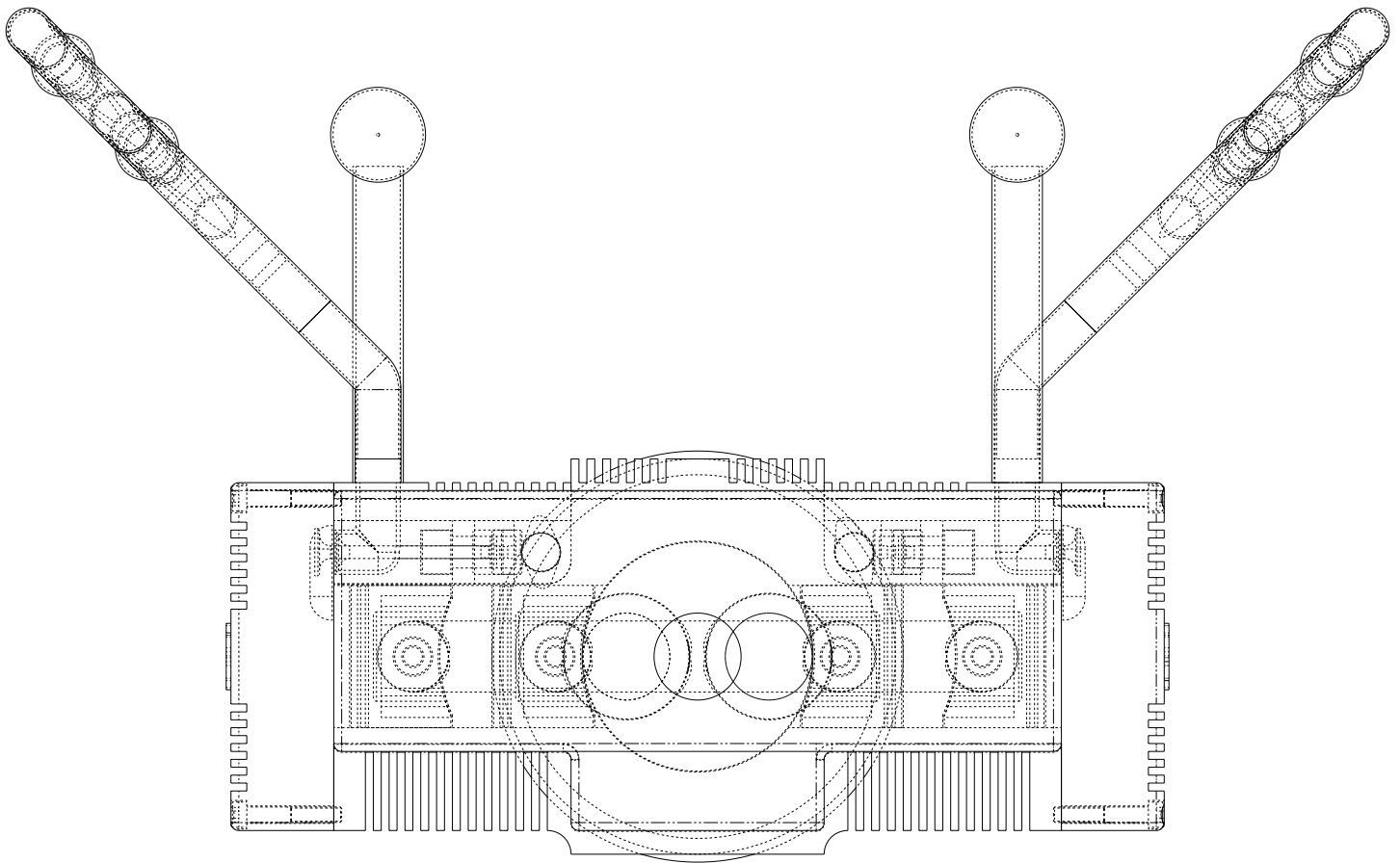
The pictures above:

The cam shaft and the crank shaft for the Scheizenteit Boxer 8. The crank has two cylinders on each throw and a main between each pair. A novel twist is a designed in twist to pre-empt the load inflicted by the power stroke.

The pictures on adjacent page:

Top portions and covers removed to reveal a peak at the cam shaft working on the inverted bucket followers and the gas springs. Also ... photographs of selected components we were allowed to handle. Here we see the tiny valves ... the one being held is the exhaust valve ... each cylinder has two of each.



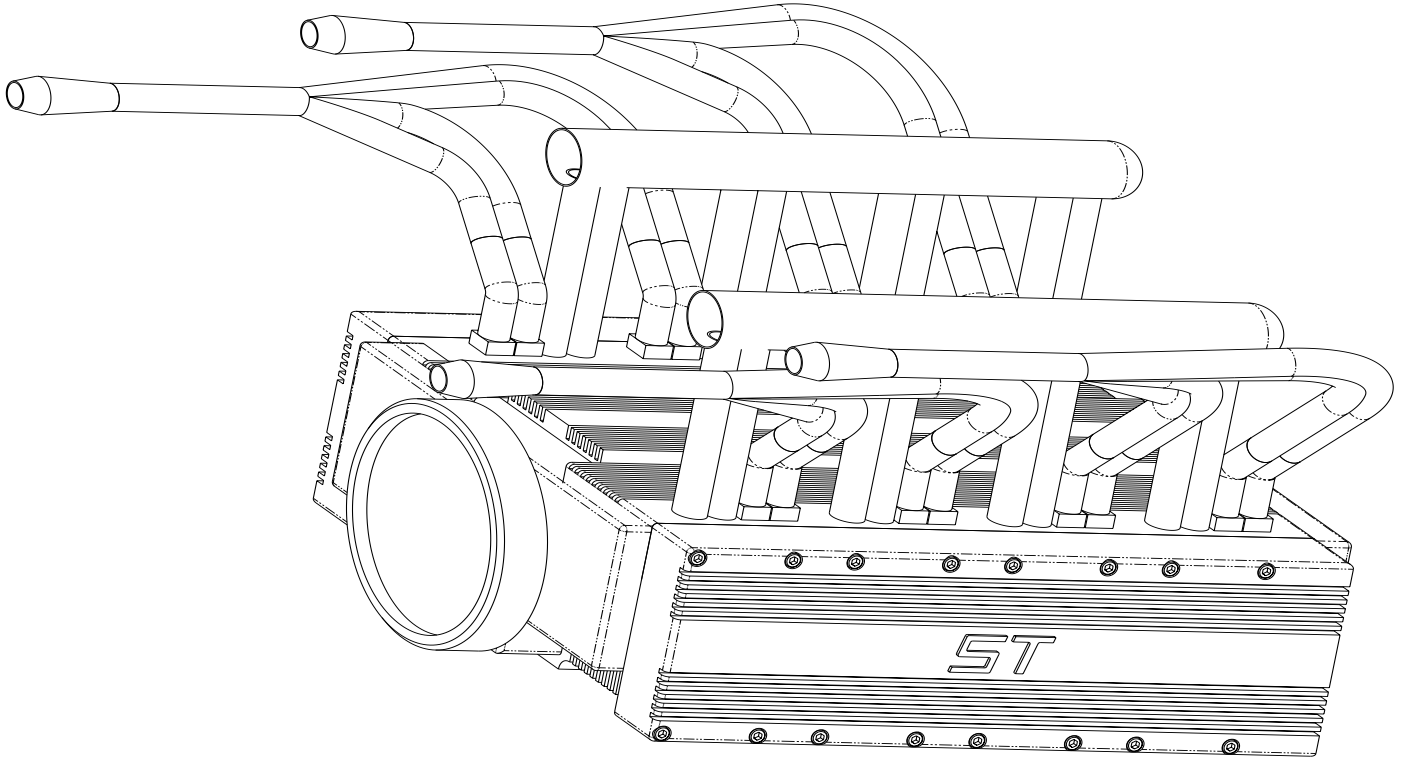


On this page and the adjacent page:

A hidden line drawing and a perspective drawing of the Schneizenteit Boxer 8. Also more photographs of selected components. Here we see a "hot crown" piston for the Diesel ... the piston crown temperature aids the ignition.

On the adjacent page: photographs of the tubular conrod and another shot of the tiny valves.

All drawings and photographs courtesy of Schneizenteit and Studio Lirpa in the Black Forest.





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Michael Grishman, Foreign
Intrigue, Berwick, ME 03901
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Massachusetts

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

Al Ward, Chatham, MA
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-Heraclitus (540-475 BC)



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AD INDEX

- 24 Autowerkes
- 35 Ayer European Auto Restoration
- 38 Black River Design
- 13 Blair Talbot Motors
- 39 Dan Witmer (Porsche of Nashua)
- 39 David Churcher Photography
- 38 Don Osborne Photography
- Inside front cover
 - Porsche of Stratham
- 37 EPE
- 16 EXOTECH
- 39 Foreign Intrigue
- 39 Helmet Heads
- 27 HMS
- Inside back cover
 - IRA
- 38 Iron Horse
- 38 Kathy's Kitchen
- 39 Lavalley/Brensinger
- 38 Loader Imports
- Back cover
 - Michael Bernier Agency/
Hagerty/Allstate
- 27 Meister Restorations
- 6 Porsche of Nashua
- 24 Parts Heaven
- 35 Precision Imports
- 39 Sports Car Workshop
- 38 Scott Murray (Wells Fargo)
- 39 Stibler Associates
- 38 Stevens Advanced Driver Training
- 24 Stuttgart Northeast
- 38 Tires to You
- 36 Tool and Equipment Connections

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THERE GO THE MINUTES OF THE BOARD MEETINGS!!!

NEXT MONTH

We will have the continuation of Jack's excellent in depth coverage of Zone 1 Tech Tactics. We have a promise from contributors and we have some interviews lined up. More on those 917s from Down Under. And now the editors have completed their April Fools' issue they will resume their normal state of sanity and humor. Well, one of them will resume ... the other one always was sane. It only takes one.

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