

# NORTHLANDER

NORTH COUNTRY REGION

OF THE CLUB OF AMERICA

Volume 35 Number 4

April 2012



## IN THIS ISSUE:

Janet Quintero Down Under  
David Churcher Down Under  
On The Far Side Of 65  
Daytona Revisited

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 48 for advertising rates.

# NORTHLANDER

**NORTH COUNTRY REGION**

**Volume 35      Number 4**

**PORSCHE CLUB OF AMERICA**

**April 2012**

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## On the cover

John Pooley's 1600 Super framed by the garden at the Pooley home in Richmond, Tasmania. The house was built by convict labor in 1832 and today it is the business center and cellar door for Pooley Wines. John is President of The Porsche Club of Tasmania, and races a Formula V and a GT3.

Editor David had a few hours with John and the Porsche and then went inside to sample a few of the excellent cool climate Cab Merlot, Pinot Gris, and Pinot Noir.

Life is good.

April 2012



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# BOARD

## BOARD OF DIRECTORS

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## CALENDAR

# 10 15 21 22 24 25 28

### April & May 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
April 10	Board Meeting	TBD	Tuesday 6PM	Jay Gratton president@ncr-pca.org
April 15	Deadline for May Northlander			NcrNorthlander@ncr-pca.org
April 15	Rugar Car Collection Tour	Old Rugar Mill Newport, NH	Sunday 1:30-3:30PM	Rich Willey social@ncr-pca.org
April 21	Tech Session, CAN Communication	Precision Imports, 183 Faltin Drive Manchester, NH 03103	Saturday 11AM	Bob Futterer tech@ncr-pca.org
April 22	NCR AX #1	Moore Airfield, Devens, MA	Sunday 7AM	Joe Kraetsch ax@ncr-pca.org
April 24	Jay & Matt's Spontaneous Dinner	TBA	Tuesday 6-8PM	Jay Gratton president@ncr-pca.org
April 24	NER DE Novice Day	NHMS, Louden, NH	Tuesday	stanley_corbett@msn.com www.clubregistration.net
April 25	NER DE	NHMS, Louden, NH	Wednesday	stanley_corbett@msn.com www.clubregistration.net
April 28	NCR Spring Rally	TBA	Saturday	Rich Willey social@ncr-pca.org
May 5 (rain date May 6)	Porsches & More	Panera Bread Manchester, NH	Saturday 7:30am-9PM	Rich Willey social@ncr-pca.org
May 8	Board Meeting	TBD	Tuesday 6PM	Jay Gratton president@ncr-pca.org
May 12	NCR Car Control Clinic	NHMS, Louden, NH	Saturday	Dave Logan ccc@ncr-pca.org
May 15	Deadline for June Northlander			NcrNorthlander@ncr-pca.org
May 19-20	Zone 1 Concours & Rally	Larz Anderson Auto Museum, Brookline MA	Concours - Saturday, Rally - Sunday	Steve Ross SLR944@aol.com
May 22, 2012	Jay & Matt's Spontaneous Dinner	TBA	Tuesday 6-8PM	Jay Gratton president@ncr-pca.org

**Come out and join Jay and Matt at Polcari's on April 24th for another Spontaneous Dinner. We will be meeting at 6:30 for good food, good times, and great PCA friends. Polcari's is located at 368 South Broadway, Salem, NH. Please RSVP to Matt at vice-president@ncr-pca.org so we know how many people to expect.**

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](http://www.ncr-pca.org)



## Jay Gratton **The Rolling Chicane**

If this is global warming sign me up for the fan club!

Whether you enjoyed this winter or not, I think it is easy to say that we were all surprised with how it turned out. I am not really sure what sort of domestic spat Old Man Winter and Mother Nature are having, but there is clearly trouble in paradise with those two. The level of concern for this guy was extremely elevated during the Halloween snow storm that postponed Trick or Treating. I was afraid to think about what was to come given we were hit with a foot of snow in October. Then the most gorgeous November ever rolls around and we see temps in the 50's and 60's on a daily basis. It was almost too good to last and at some point Old Man Winter would get involved, but he never came. The majority of our winter saw temps in the 40's with no snow. Even though I had just bought 8 new Blizzaks snow tires, I was fully enjoying our winter. Yes, we had another snow storm in late February that dumped a foot of snow on New Hampshire, but as I sit here in mid-March writing my article I look out my window and see temps in the 60's and 70's. Folks are out in shorts and t-shirts, motorcycles are out, convertible tops are down and Porsches that are normally away sleeping for the month of March are out in full force. If this is global warming sign me up for the fan club! Of course I say this in good humor, but for a guy who likes his summer toys, this winter has been an easy one.

With such confidence that Mother Nature continues to have Old Man Winter sleeping on the couch for the time being, I am already having Porsche Club fever and the only cure are some good ol' North Country Region driving events. I encourage you all to take a look at our calendar of events in the *Northlander* and on our website. With over 60 events offered this year by North Country there is certainly something to tickle each member's Porsche Club itch.

Speaking of upcoming Porsche Club events let me promote some of Zone 1's upcoming events. The year kicks off right in our backyard with the Zone 1 Concours & Rally which is being hosted by our friends from Northeast Region. The Concours will be on Saturday in Brookline, MA at the Larz Anderson Museum and the gimmick rally will be on Sunday and is being put on by longtime NCR friend Charlie Dow. June 1<sup>st</sup>-3<sup>rd</sup> sees Zone 1 taking over Watkins Glen for the Clash at the Glen which is Zone 1's club race. Even as a spectator this is a great time. Then on June 15<sup>th</sup>-17<sup>th</sup> we are back at the Glen for the 72 Hours at The Glen (yes, it is a three day event now). What an amazing event and this is truly the premier DE event in the country. Finally on August 25<sup>th</sup> and 26<sup>th</sup> the Zone 1 AX will be at our very own Ft. Devens site. I am anticipating a large turnout of NCR faithful at not only our own events in 2012, but at many of the Zone 1 events.

Please make it a point to come out in April to Jay & Matt's Spontaneous Dinner on April 24<sup>th</sup>. This month Matt and I are taking our traveling road show to Salem, NH. The specific restaurant hasn't been confirmed just yet, but the one we have in a mind is outstanding and I am sure all in attendance won't be disappointed. Please mark your calendars and plan to join us for a fantastic evening. Until then, drive safely!





## David Churcher

Ivy proposed I was bringing back a gift of a Lambo and a Porsche for her and Tracey.

My February editorial noted I had plans to photograph a Porsche in front of the Sydney Opera House. Unfortunately I must report I failed in that quest.

While I was in Sydney the weather was the wettest March in history and terrible floods were taking place. Since I left it has become worse. So not getting a Porsche photograph really is a small issue in comparison to the struggles many people out there are facing just now.

I also had a plan to meet with Terry Lawlor and Dave Elliott (see March *Northlander*) but both colleagues had difficulties and the meeting did not happen. We will have to save that meeting for the next trip Down Under. And I do plan another trip.

So did I have a good time? Yes. I did get wet ... very wet at times ... the rain started while I was in Melbourne, came through the skylight I was sleeping under at Brian and Bev's house, dumped on me in Canberra, and as I noted already, Sydney was bleak. Prior to all this wet stuff there was a series of Porsche and food events I will describe below. All good fun and I am grateful to the Porsche Club of Tasmania for their hospitality and efforts in helping me get some Porsche photographs. I am so pleased with some of these photographs you might find one on the cover and one in the centerfold of this issue of *Northlander*.

Before I get into stories worth telling I must relate the following: the March issue of *Northlander* is a beauty and this is due to the efforts of my colleague Tracey who carried that editing load alone while I was on vacation. Oh, Tracey did have help from Ivy and Bonnie and we were all in contact on an almost daily schedule. But the load falls on the person doing the compilation and layout.

It is wonderful to have such enthusiastic and capable colleagues to work with on *Northlander*.

One of my many emails to the ladies indicated I had visited Porsche of Melbourne and Lamborghini of Melbourne. The Avantador was on display and I thought the 991 would be too. Ivy proposed I was bringing back a gift of a Lambo and a Porsche for her and Tracey. Ho ho ... the Lambo is \$800,000 and a Boxster S is \$150,000 ... and those Aussie dollars are \$1.07 US each.

But back to Porsche Club of Tasmania ... I had seen photographs of a few of their events and I noted a Super 90 which had been modified to be an "Outlaw". Back in the day, 1963, the Super 90 was my dream Porsche. I wanted one so badly. To see Michael Hobden's Super 90 in the club newsletter made me anxious to see the car in the flesh. With a bit of help from Paul Tucker I had a date with Michael in Hobart and another with John Pooley in Richmond (about 30km from Hobart) to photograph their cars. What a treat. Unfortunately I did not meet my contact, Bruce Allison, in Launceston, my home town, due to our various commitments. Even though I had four weeks in Aus every minute was filled. So, I will have to meet Bruce next year.

On the Tuesday evening following the above photo shoots I was invited to attend the social part of the monthly Board Meeting. Once business is concluded the conference room table is cleared and the nibbles, wine and beer are brought out. Conversations start up and all manner of Porsche talk flows. Not too much different to what we have at NCR meetings. Part of the business discussed that evening was their participation in Targa Tasmania and the Longford

... continued on page 36

## MEMBERSHIP



**Janet Quintero**

### **New Members:**

Custie Crampton  
Merrimack, NH – 2007 911 Turbo

Timothy Lindsay  
Rye, NH – 2006 987  
Transferred from Northeast Region – Joined PCA 3/24/11

### **Member Anniversaries:**

#### **1 Year:**

Tate Curti  
Manchester, NH – 2002 Carrera

Russ Gaitskill  
Sugar Hill, NH – 1987 911

William Jacob  
Bow, NH – 2003 Boxster

Ed Moschella  
Weymouth, MA – 2012 Cayman

#### **2 Years:**

Roger Freedman  
Alex Freedman  
Wellesley Hills, MA – 2006 Cayman S

Jack Goudreau  
Adam Goudreau  
Peabody, MA – 1982 911SC

Ryan Hunt  
Rochester, NH – 2011 911

Brian Nadeau  
Nashua, NH – 2009 GT3 Cup

Mat Nieman  
Karen Nieman  
Newfields, NH – 2002 Boxster

Richard Townsend  
Laurel Townsend  
Harrison, ME – 2007 GT3

#### **5 Years:**

Jody Gage  
Jill Gage  
Nashua, NH – 1995 911

Jim Messenger  
Carol Messenger  
New London, NH – 1965 Coupe

Akira Mochimaru  
Natick, MA – 2003 996 C4S

Steve Sisler  
Nick Sisler  
Waterbury Center, VT – 2006 Cayman S

James Trenz  
Christine Trenz  
Greenfield, NH – 1993 968

#### **10 Years:**

William Delatore  
Deborah Delatore  
Rochester, NH – 1982 911

Bob Futterer  
Laura Futterer  
Berwick, ME – 2000 Boxster

#### **15 Years:**

Michael Becker  
Rebecca Lucero Becker  
Fremont, NH – 1973 911T

Michael Comer  
Nathan Comer  
Old Orchard Beach, ME

Michael Firczuk  
Kathryn Firczuk  
Durham, NH – 1986 944

Randall Viola DDS  
Judith Whitcomb  
Nashua, NH – 2006 Cayenne

#### **25 Years:**

Michael Dingman  
Elizabeth Dingman  
Hampton, NH – 1988 930

Eric Nichols  
Alison Watts  
Newfields, NH – 1967 912

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



Matt Romanowski

## WIDE OPEN

NCR is also quickly getting to the driving season with the first autocross on April 22 and the Spring Rally right behind on April 28<sup>th</sup>.

Since my January article, people have been giving me updates on where their car is in their quest for 100,000 miles or other milestones. Some have been cool numbers like 33,333 or 88,888. It's interesting to hear the different numbers that people like to hit. For my Mini, I just turned 108,000. In a big trip down south, I rolled on 2,400 miles in only 4 days. In that trip I set a new personal record for miles in a day – 1,070 from Commerce, GA, to my home in Manchester. It was a long day, but I made it home a day early, so it was worth it.

There was only one bad part about my trip. My snow tires were 3 years old and well worn. They were Blizzaks that were down to the regular rubber wear bars. I had new ones neatly stacked in the garage, but I was waiting for some real snow to put them on. With the little storm that dumped snow on us in March, I figured I should put the new tires on. On they went, only to be followed by a week of near 70 degree temps and a long drive to the south. Now it's only 2 weeks later and I'm thinking about digging out the summer rims and tires!

Enough of the Mini talk for now. NCR is just getting into our busy season of the year. Our tech sessions are still going full tilt, having just completed two days of data acquisition session and quickly coming up on our dyno session at KMC Auto (which will be done by the time you read this). That will leave us with our last session of the year at Precision Imports – an event that is always excellent. Last year's session on M96 motors (Boxster and 996) was attended by over 50 people and was treated to an amazing amount of information in an easily understandable way. I'm sure this year's session on CAN communication systems will be no different.

NCR is also quickly getting to the driving season with the first autocross on April 22 and the Spring Rally right behind on April 28<sup>th</sup>. These are great events to start the driving year and a nice time to come out, meet people and enjoy your Porsche.

Our neighbors to the south in Northeast Region are kicking off the DE season at NHMS on April 25<sup>th</sup>. For anyone that attended their Ground School, or simply can't wait to get the season kicked off, this event is a great chance to start your DE season. For me, it means I have to get the banana mobile, also known

as Chiquita the 914, back together so we can start flogging her around the track. The brake calipers are rebuilt thanks to Mark Nadler at Exotech and his tech session. Now they need to go back on, bleed the brakes and give the car a good going over. Then it's off to the track!

NCR also has a full calendar through May too. With a social "cars and coffee" type gathering on May 5<sup>th</sup> at Panera Bread in Manchester, the Car Control Clinic on May 12<sup>th</sup>, and the Zone 1 Rally and Concours at the Lars Anderson Museum in Brookline, MA, on May 19<sup>th</sup> & 20<sup>th</sup>, there is something for everyone. You can also sprinkle in a Board Meeting and a Spontaneous Dinner to round things out too.

That should be plenty of NCR time for everyone for the next two months. I know it is for me.

Also remember to keep an eye on the calendar in the *Northlander* and to check the website calendar at [www.NCR-PCA.org](http://www.NCR-PCA.org) for the latest news. The website calendar has the most up to date info and is the "official" club calendar. You'll find all the details, who to contact, and more at the club's website.

See you at an event soon!



## Mark Watson **MY SPIN ON THINGS**

It was clear to me that getting the car repaired in time to make the trip to VIR was a long shot ...

This month, I was planning on telling you what a great time Doug and I had at the Zone 2 event held at Virginia International Raceway. Unfortunately, I need to report that neither of us made it to the track, for very different reasons. Doug was injured during a skiing trip and was sufficiently banged up to prevent him from traveling and/or getting in and out of his new race seat recently installed in his RSA. He stopped by the house a couple of days after the accident and it was clear that getting into and out of his track car was not going to be pleasant. He made the smart decision knowing he was not going to heal in time so he cancelled.

The reason Doug stopped by was to look at my car and assess the damage done to the electrical system. Here's my story: I needed to attend a meeting in NYC on Wednesday and then continue to the track on Thursday. Since I was not about to drag the trailer downtown and try to find suitable parking, I made hotel arrangements in NJ for Tuesday night and plans to go to my meeting via the train on Wednesday. Needless to say, I was a bit nervous leaving the car on the trailer with a new set of Hoosiers in plain view and all my tools in the tool box for the better part of 24 hours. As a result, I decided to put the new tires on the car and carry the used tires on the tire rack. The tools were going into the front trunk so short of stealing the entire rig, I felt pretty good with the plan.

While loading up the trailer and car on Saturday night, I opened up the hood on the RSA to store the tools and was greeted to a strong burnt odor. As you may recall, I had some welding done to my roll cage and while I couldn't figure out why they would be welding in the front trunk area, I figured that the odor and greasy film inside the trunk must in some manner be due to the welding. It was already late when I started the clean up and I quickly came to the conclusion that things were messy and most of the clean up would have to wait until after the AIM Tech Session on Sunday. In the morning, I took another look at the car and noticed that some of the insulation on the wiring harness was charred and upon closer inspection, it looked like most of the wiring had experienced a lot of heat and in several places the insulation was fused to other parts of the car, some of which were alarmingly close to the fuel tank. So much for the Tech Session...

It was clear to me that getting the car repaired in time to make the trip to VIR was a long shot and the more I discussed the situation with fellow PCA'ers (who were far more knowledgeable than me in these matters) it became obvious that I was not going to make the event either. A quick e-mail to Manny on Monday describing my dilemma sealed the deal and ended my hopes of making it to the event.

On Tuesday I managed to arrange a tow up my driveway followed by a gentle push onto the trailer and then made a mad dash to the shop before heading to the airport (remember the meeting in NYC on Wednesday?). As I write this article on Thursday, I do not have any details regarding the cause of the meltdown or a timeframe for the repair but you know it is not good when the first words you hear from your mechanic are "I've never seen anything like this before..." I'll keep you posted so you don't open the trunk to your car and find a similar tragedy.

On a more pleasant topic, the NER Ground School was extremely well attended and as usual generated a lot of excitement for the upcoming DE season. I think there were 6 or so NCR members who made the trip to HMS Motorsports for the meeting. It was good to see the enthusiasm and to be reminded how fortunate we are to be able to participate in such a great activity as Drivers Education. We are hopeful that the good turnout at the Ground School signals a renewed interest in the DE program and the potential to maximize participation in all the run groups this year. Our Car Control Clinic, which will be held on May 12<sup>th</sup>, is already sold out and registration is proceeding quite nicely for our other DE events. I believe the same is true for the Northeast Region. Remember that it's never too early to get your driving schedule organized and registrations completed. For NCR events go to [motorsportreg.com](http://motorsportreg.com) to register and for NER events visit [clubregistration.net](http://clubregistration.net). Use the DE schedule at the end of the article to help organize your 2012 season and to make sure you register in time to be accepted.

By the time you read this article, we will be within a week or so of NER's Season Opener at NHMS on the 24<sup>th</sup> and 25<sup>th</sup> of April. I expect to have the car back in the garage in a few weeks and should be getting everything cleaned up and ready for my first DE event of the season.

Please stay safe until I see you at the track in April or the Car Control Clinic in May. Also, if you don't mind, please cross your fingers that the damage to the RSA isn't too extensive – thanks. As always you can e-mail me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with questions, comments, suggestions or just to say 'hi.'

Mark

**Good news!**

Just as we go to press with *Northlander* Mark was able to tell us his car is fixed and running. It was not an inexpensive repair ... the harness was ruined but only locally under the hood. Potentially this could have been a devastating repair bill and there could have been even worse damage if the battery had exploded or the car caught fire.

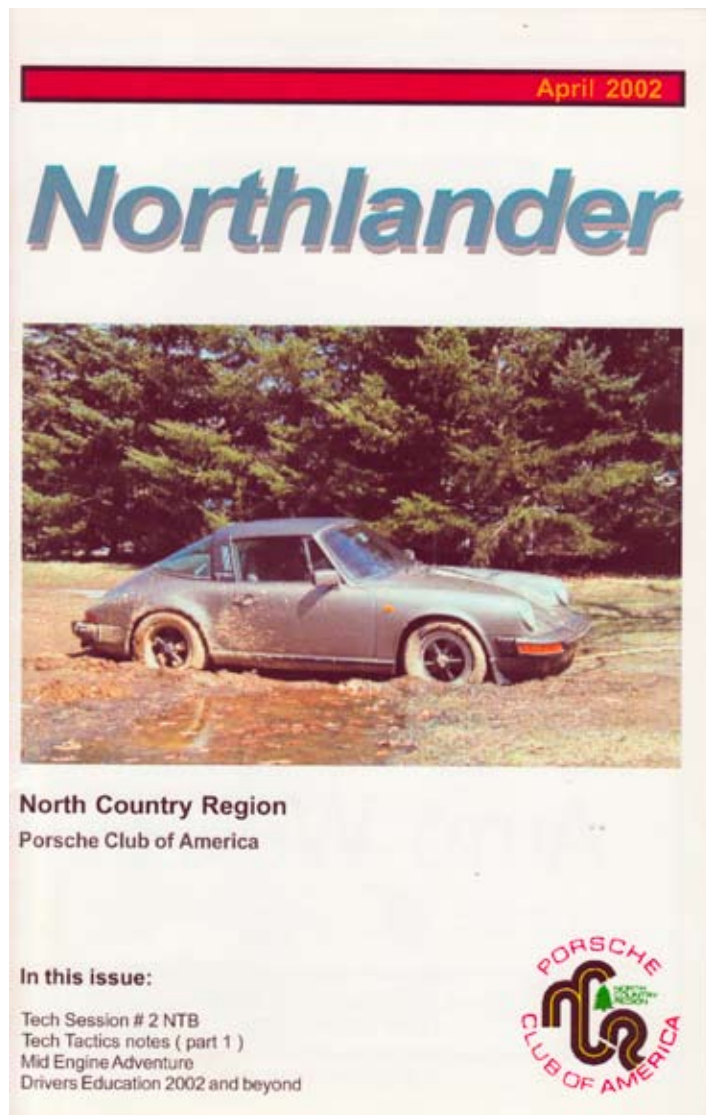
The 2012 DE schedules for North Country, Northeast and Zone 1 Regions:

Month	Date(s)	Track	Host Region
April	24 & 25	NHMS	<a href="#">NER</a>
May	12	NHMS CCC	<a href="#">NCR</a>
June	09 & 10	NHMS	<a href="#">NCR</a>
	15 (Instructors)	WGI	<a href="#">Zone 1</a>
	16 & 17	WGI	<a href="#">Zone 1</a>
July	06 - 08	Calabogie	<a href="#">NER</a>
	10 -12	LCMT	<a href="#">NER</a>
August	06 & 07	NHMS	<a href="#">NCR</a>
	24 -26	WGI	<a href="#">NER</a>
September	11 & 12	NHMS	<a href="#">NER</a>
	19 & 20	LRP	<a href="#">NCR</a>
October	15 & 16	NHMS	<a href="#">NCR</a>



## Judy Hendrickson **LOOKING BACK**

The cover for the April 2002 issue spoke volumes, but this year may see MUD SEASON a bit early.



Once again it is time to thumb through the back issues of *Northlander* from 1982, 1992 and 2002. As we covered things from the bi-monthly issues from 1982 and 1992 last month I devoted my attention to the April 2002 issue. Rather than one article I found extracts from several that I felt bore retelling. The first from a Tech Session hosted by NTB of Portsmouth, the second from the notes from Zone 1 Tech Tactics and the third a discourse on rallying. The cover for the April 2002 issue spoke volumes, but this year may see MUD SEASON a bit early. The indignity of it all!

**From Volume XXV, Number 4, April 2002**

**Tech Session #2 NTB – Portsmouth, N. H.**

**By Jim Gratton**

. . . Michael's talk demonstrated a high knowledge of various processes with rim construction, tire advancements and sprung and unsprung weight. As a track-junkie, I am always looking to lighten the car. We all take out loose articles (required) such as floor mats, small spare tire air compressors, jack, etc. Anything to lighten the car will help. Mike actually gave us a formula of: 12 lbs. of unsprung weight equals 200 lbs. sprung weight. What this means to us novices is that every 12 lbs. we can save in unsprung weight (spelled rims and tires) equates to 200 lbs. of weight in the vehicle. Part of his demonstration included us lifting and looking at cast alloy rims versus forged alloy rims. My understanding of the cast rims are that these are usually the lower cost rims we see advertised. They are made by pouring an alloy into a casting under low pressure or gravity feed. The expensive alloy wheels are forged under extreme pressures and are up to 3 times stronger and at least 20% lighter than the cast wheels. Mike talked about "rims wearing out" and that we should have them magna-fluxed periodically to check for signs of deterioration. He spoke of the advancement in tires over the past years and related that to rims that might be on an '85 Carrera and saying rim technology of the 80's has changed dramatically and yet we put advanced tires on 80's rims without a great deal of thought. The softer compounds of today's tires add to the stress placed on rims at track events. Mike certainly gave us a

lot of food for thought in regards to rim safety. The formula for weight reduction was impressive. We all would be hard pressed to take 200 lbs. out of our cars at DE events. And yet, it would be easy to lower our unsprung weight by 12 lbs. . . .

## **Notes from Zone 1 Tech Tactics (Part 1)**

**By Jim Alton**

### **Phil Hill - The first American World Driving Champion**

Phil started by saying he was rather surprised to have been invited by the Porsche club, since he's more commonly associated with Ferrari. He observed that times may be changing: Porsche owners usually don't drive around at 4,500 rpm in 2nd gear anymore.

It turns out that aside from being a World Driving Champion Phil Hill's a pretty good photographer. He brought two trays of Kodachrome 25 slides and observed he made a good film choice since the Kodachrome has held up.

He also said he hoped his speech wouldn't be like home movies. He may have failed there: it was sort of like home movies, but it was a rare privilege to share such an intimate and personal account of a very different era in motor racing.

Phil's first slide was of his first car, an MG TC sitting on a Santa Monica street lined with little stucco bungalows. In that day, he thought the TC was quite a car, although by modern standards it's barely roadworthy.

Early post-war sports car racing was a far cry from the high-budget racing we see today. Drivers often drove the cars to the race track, often far more an adventure than the races. Phil Hill was scheduled to drive a Ferrari one year at Reims. His team's car was being finished late so Ferrari gave them an identical car built for someone else. It was identical except, of course, that its serial numbers didn't match the customs papers (carnet de voyage). The team had to sneak into France through mountain passes and find a certain customs agent who could be persuaded to be flexible about the paperwork.

Unfortunately, it was also an era where fatal crashes were common. The Ferrari with the wrong serial numbers had to detour around a flooded bridge and over Europe's second highest pass. An accident coming down (Phil was not driving) cost a mechanic his life. Phil Hill wasn't badly hurt, and had to go for help, but the experience hurt his performance that year.

The notorious 1955 crash at Le Mans happened across from the Ferrari pits. Denise McLuggage had just had Phil take a picture from the top of the pits. Over 100 people -- most had been spectators -- died over the years as a result of that accident.

There was an odd omission from Phil's talk: I don't recall the first American World Driving Champion mentioning his Formula One driving. After starting with a shot of his MG TC, Phil closed with some photos from a magazine shoot of a reunion at Jim Hall's Rattlesnake Raceway, driving the winged Chaparral from his last race. I think the last slide was Phil Hill standing beside his son, who was seated in a Ferrari he drove in a Ferrari Cup race.

Phil Hill stopped racing around 1966 and went into the car restoration business. At least one of his cars has won Pebble Beach. He even has the 1918 Packard that brought him home from the hospital in which he was born. He's a remarkably approachable gentleman, but I think most of the Porsche crowd was too in awe of him and actually left him off by himself. I thought I should at least go keep him company, but I was too in awe of him.

Finally, the Tech Tactics chair, Pete Tremper and a few others sat with Phil at the hospitality suite. Pete reported that they had listened to his stories well past midnight.

## **Rally Discourse**

**By Don Johnson, Rally Chairman**

The Rally season is approaching -- the Really Big Spring Rally is coming up on May 5. So for some of our newer members a few words of explanation are warranted. Rallies fall into two basic categories: Time, Speed, Distance Rallies (TSD) and Gimmick or Fun Rallies.

TSD rallies are for serious competitors and involve a set of instructions given to the driver-navigator team that give very exact instructions as to turn direction and location and precise speed requirements. At a number of locations along the route (typically 7 or 8 at a Parade Rally) unknown to the competitors, there will be checkpoints timing the arrival of each car to a hundredth of a minute. The difference in the arrival time to the computed "perfect time" is the score. The total of the errors from each check point is the score for the rally. The lowest score wins. It is not unusual to have winning scores of 2 to 6 (hundredths of a minute) on a 5 hour rally.

Typical instructions on a TSD rally might be:

Instruction 86: Change average speed to 45.2mph 0.65 miles after passing "Slocum Realty" sign on right.

Instruction 87: Turn right before "Ossippee Mattress Factory" pause 0.5 min and increase average speed 12.5%.

Note that the navigator would need to convert all of the official speeds and distances for the car being driven since every odometer is different.

If there is sufficient interest we will have a rally school this spring. Contact me if you would like to participate.

... continued on page 44

# Janet Quintero Down under Touring and Tasting in Tasmania

Story by Janet Quintero, photography by Lyn Maczuga\_\_\_\_\_



The five photographs with this article illustrate the fine food Tasmania offers.

At left is the fish & chips, top right of the next page is a Lamington meal in Richmond. And over the page is tasting sheep's milk cheese and cool climate wines.

Australia and New Zealand have long been on my travel horizon, but the timing has never seemed right. While traveling on a Bermuda Cruise in October 2010 on the Celebrity Summit with my sister, Nancy, I decided to book the trip for January 2012. She and I have become great cruising companions, and she was again able to accompany me for this voyage. I had traveled as far as Hawaii before, but this was going to be a much longer trip. I mentioned the trip to David Churcher, and he was very excited that we would be visiting his homeland. It just so happened that his sister Lyn Maczuga and his best friend, Tas were visiting NH in the fall of 2010 and I met them at a dinner party. They subsequently offered to be our tour guides during our visit to Hobart. How wonderful to be shown the sights by the natives!

We left Boston on Sunday, January 15, and had an 8-hour layover in San Francisco. It was mid-afternoon, and we thought it best to spend the time at the airport rather than venture into the city. Funny thing about crossing the International Date Line: you lose a day traveling west, but you gain it back on the return trip. So no Monday on our way there...then two Mondays on the way back! We arrived in Sydney, Australia on Tuesday morning; I think I slept a total of three hours, I've never been able to sleep well on a plane. The weather was beautiful, with the highs near 80 degrees. We checked into our hotel then got some lunch. David had given us a couple of lunch suggestions and insisted that we have a meat pie and a beer; apparently this is one of his

traditions when he returns to Australia. We found one of the spots; we did have meat pie, but we were too tired for a beer. Later, we boarded the Hop On/Hop Off tour bus to see the sights in Sydney. Nancy said I nodded off more than once.

After a good night's sleep, we arrived at the ship's terminal and boarded the Celebrity Century. This is the smallest ship in the fleet, and it has the friendliest staff. It was a gorgeous day for a sail away, with the Sydney Opera House in full view. We would spend the next day at sea before reaching the next port – Hobart, Tasmania.

As luck would have it, the weather turned cool and foggy upon our arrival. There would be a lot to see and do in this island state, and we were fortunate to have chaperones for the day. Lyn met us at the cruise terminal; it was nice to see her familiar face. Tas and his chariot (a Holden, which was a new marque to me) awaited us for our tour. Now Tas had lost about 60 pounds since the last time I saw him; it was quite a change! His last memory of me was that I was in costume to play in a Halloween golf tournament at Cochecho Country Club. I had donned my UNH hockey jersey, a hat and purple goggles. It was a wonder that either of us recognized the other!

The weather, unfortunately, put the kibosh on our original plan for a trip up to Mount Wellington. David had sent me pictures of this beautiful spot; you could see all of Hobart and beyond from





there. We weren't going to let a cool, gray day spoil our visit. Our journey would take us over 130 km along the Huon Trail, which is known as "The Food Trail". If you know me very well, then you know that eating is one of my favorite activities!

One of the first towns we visited was Richmond, and we had to get a picture near the famous Richmond Bridge. This structure was built by convicts in 1823, and it is Australia's oldest stone bridge. Then it was on to the Richmond Village Bakery. It was midmorning, and it had been at least three hours since we had breakfast aboard the ship, so we could justify a beverage and a snack. We chose our pastries from the vast assortment inside the shop; Nancy and I had both tasted Lamingtons at the Sydney Harbor Marriott before our cruise, so we obviously had to do a comparison. These are little white cakes dipped in powdered chocolate and coconut. Delish! We learned of Tas's coffee routine when he used to drive a bus in Vancouver. He has cut way back on his intake!

We stopped in Grove at the Apple and Heritage Museum (no pun intended); the proprietor was originally from Pennsylvania. This was a great place for souvenir shopping. Tas bought some fresh cherries that we enjoyed along the way. Now we were getting hungry for lunch; sightseeing will do that to you! We came upon another familiar haunt: the Boat House Café. I love

fish, so we had to check out the menu. This eatery sits right on the Huon River, it was a great spot. Three of us ordered the flathead and chips; Lyn opted for a salad. Now ketchup will run you an extra \$1; guess it's not the norm to eat it with your fries. The fish was delicious; lightly battered and golden brown. We passed on dessert though, since there must be something else down the road!

Tas asked Nancy and me if we liked pear liqueur. Well, we didn't think we had ever tried it. That meant stopping at the Panorama Vineyard in Cradoc for a taste! While we were there, we tried a couple of reds, too. I bought a couple of souvenir glasses and Tas presented us with a bottle of the liqueur to take home with us.

Another interesting place we happened upon was the Grandvewe Sheep Cheesery in Birchs Bay. We got to sample some fun-sounding cheese like Blue By Ewe, Birchs Bay Blonde and Ewe Bewety. We also tried some Vanilla Whey Liqueur. This had a milky appearance and was very sweet. Supposedly, this was the only place to buy it, but we passed and did find it later in a boutique grocery store. This location was touted as Australia's only organic sheep cheesery. We opted not to watch the sheep being milked; that was the show at 3pm. Back on the road, we enjoyed the views along the coast. Bruny Island was off

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to our right in the distance and could only be reached via ferry; if we had another day in Hobart I would have liked to visit the penguin rookery. Tas pointed out his secret fishing spot to us during the trip. Yes, he knew the trail very well.

We made a stop at Tas's house; he lives a few miles out of the city; he has some magnificent gardens! He really has a green thumb and a lovely home. It was time to head back to Hobart; we stopped at Salamanca Place, a favorite spot containing boutique shops, galleries and craft outlets as well as restaurants. On Saturdays, an open-air market takes place here. Alas it was Friday; a request had been made to open the market on Friday instead for the ship, but it remained on a Saturday. This was a wonderful place to window shop and people watch. We garnered a couple of souvenirs here as well.



Now it was time to return to the ship. This was a beautiful port of call, and it was wonderful to see Tas and Lyn again. They really made us feel very welcome and enjoyed sharing the area with us. Nancy remarked that although this was the first time she had met them, she felt as though we had all been friends for a long time. Lyn gave me a beautiful Tasmania picture book; it contained some sights that we had seen and some new ones, too. It also had a photo of the view from atop Mount Wellington. That will have to be experienced on a return trip.



# "Porsches and More" at the Panera Bread Café



**What:** A gathering of Porsches and other sports cars, where owners can talk cars, share stories, meet old friends and make new ones. We are inviting other sports car clubs to participate, including Ferrari, Jaguar and Viper. This is NOT an antique car show, street rod gathering, or concours. Just sports car enthusiasts getting together for a few hours to share their passion for their cars. If you know of someone who has an interesting sports car, invite them as your guest, to bring it and share with like-minded enthusiasts.

**When:** Saturday May 5th 2012, rain date Sunday May 6th 2012.  
Arrive around 7:30AM and be gone by 9:00AM.

**Where:** At the Panera Bread Cafe, 52 March Avenue, Manchester, NH. Take exit 1 off Rte. 293 and go north toward Manchester on S. Willow St. (Rte. 28). Panera is located in the TJ Maxx shopping center about the 3rd left north of the interchange. If you get to Stop n Shop on the left of S. Willow St. take that left (Cahill Ave.) as it doubles back to March Ave.



**Logistics:** There is no pre-registration and no cost. Just show up if the spirit moves you.

**FYI:** The owner of Panera Bread stores in southern NH is an NER member and has graciously offered us free coffee and a bagel/pastry in support of this gathering.

# Explore the Ruger Car Collection

**What:** A tour of the private car collection of Bill Ruger, renowned car collector and principle behind the Ruger gun company.

**Where:** At the old Ruger mill in Newport, NH. on Rte. 11 between Sunapee and Newport, just before entering the center of Newport. It is a recently restored three-story mill building with an unmistakable turret protruding above the roof line. I do not believe there is any signage for obvious reasons.

**When:** Sunday April 15, 2012 from 1:30- 3:30



**Brunch:** For those of you wishing to have brunch before the tour, The Courthouse Restaurant 30 Main St. Newport, NH (behind the Opera House) and after you pass the old mill building, is open 9:30-1:30 and is said to have excellent food. Reservations at 603 863 8350. [www.eatatthecourthouse.com](http://www.eatatthecourthouse.com)

**Other:** Bill opens his collection for viewing to a very select group of visitors and typically in conjunction with a charitable event. To comply with this tradition there will be a **\$5.00 fee per person**, which will be added to NCR's charity fund in support of Make-a-Wish and the NH Food Pantry. The Social Chairperson will collect the fee at the event and checks can be made out to NCR-PCA.

Many thanks to Leigh and Linda Kelk for helping arrange this.



## **ZONE 1 CONCOURS & RALLY**

### **May 19 & 20, 2012**

On May 19 & 20, 2012, the Northeast Region of the Porsche Club of America will host the 33rd Annual Zone 1 Rally and Concours weekend.

Saturday May 19, 2012, the Concours will take place at the Larz Anderson Auto Museum in Brookline MA  
(<http://larzanderson.org>)

Sunday May 20, 2012, the Rally will depart from the Bose Corporation Headquarters in Framingham, MA.



#### **Concours:**

The Concours will be held on the lawn of the beautiful Larz-Anderson Museum of Transportation. There will be two categories: Fully judged (no undercarriages but wheel wells) and a "People's Choice" (Wash and Shine).

Concours Preparation will be at the host hotel Sheraton-Framingham where they will have hoses and towels available for use on Friday evening and early Saturday morning.

Placement of the Concours cars will commence at 8:30am Saturday May 19th with judging to start at 10am. Trophies will be presented after noon.



**Bose Headquarters  
Framingham, Massachusetts**

### **Rally:**

The Rally on Sunday May 20<sup>th</sup> is sponsored by Bose Corporation and will begin at their corporate headquarters located less than 5 minutes from the host hotel. The first car will depart at 11am. This year's format will be a gimmick rally where you have to answer questions. The format is easy to follow and lots of fun, ending at a restaurant not far from the host hotel.

### **Registration:**

Registration for the weekend's events will be available on clubregistration.net, via paper registration as well as on site at the Concours location. On clubregistration.net please search by date.

Advanced registration opens on March 1 and closes May 7.

Concours registration cost is \$30 until May 7, 2012 and \$40 the day of the event.

Rally fees are \$30 until May 7, 2012 and \$40 the day of the event.

Rally and Concours Combo cost is \$45 until May 7, 2012

### **Accommodations:**

The host hotel for the weekend is the Sheraton-Framingham. This particular weekend is graduation weekend for many area colleges and as such, rooms will be booking quickly. Despite the busy season, Zone 1 has secured a block at the hotel at an affordable rate of \$129 per night, plus tax, for a 2 night minimum. This location is 30 minutes from the Concours location but is centrally located for the weekend's events.

Reservations can be completed by phone by calling 1-800-325-3535 or online through <http://www.starwoodmeeting.com/Book/porsche2012>. The block of rooms will be held until March 19, 2012. Please be sure to make your reservation early!

### **Additional Information:**

Friday night we will have a Hospitality room set aside at the hotel. In addition, there are numerous eating establishments along Rte 9 east to Natick and west to Southboro.

Saturday night we will be holding a dinner at Fireflies in Marlboro, less than ½ hour from the host hotel. There will be a choice of 3 selections with side dishes. Participation in the Saturday night dinner will need to be confirmed when registering, prior to May 7, 2012. <http://fireflysbq.com/>

**For additional information regarding this event, please contact Steve Ross at SLR944@ aol.com or the PCA Zone 1 Representative, Jennifer Webb, at jenniferbischoff@hotmail.com**

# 2012 Zone 1 Rally and Concours Registration Form



**Participant Information:**

Concours Entrant/Rally Driver \_\_\_\_\_

Entrant Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Region \_\_\_\_\_

Email (Print neatly) \_\_\_\_\_

Concours Co-Entrant/Rally Navigator \_\_\_\_\_

Car Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_ Body Style \_\_\_\_\_

We are entering the following events (please check those that apply).

Concours Full \_\_\_\_\_ People's choice \_\_\_\_\_

Rally (Yes or No) \_\_\_\_\_

**Pricing Information (dates are postmarks):**

Concours only-\$30 per car until May 7<sup>th</sup> or \$40 the day of the event

Rally only \$30 per car until May 7<sup>th</sup> or \$40 the day of the event

Concours and Rally combo \$45 pre-registration only

**Dinner Selection:**

**Dante's Favorite**

Choice of:  
Jamaican Spicy or  
Bar-B-Que Chicken,  
Pulled Pork Sandwiches,  
Choice of 2 Homemade  
Sides & Combread  
\$17.40

**Firefly Buffet**

Award Winning St. Louis  
Ribs and  
Choice of: Jamaican Spicy  
or Bar-B-Que Chicken,  
Choice of 2 Homemade  
Sides & Combread  
\$18.60

**S.W.A.T. Buffet**

Bar-B-Queue Chicken,  
Choice of two: Pulled Pork,  
Pulled Chicken, Chopped  
Beef Brisket, or Spicy Pork  
Chorizo,  
Choice of 2 Homemade  
Sides & Combread  
\$20.00

**Summary and Totals:**

# People	Event	Dollars (US funds)
_____	Concours Fee	\$ _____
_____	Rally Fee	\$ _____
_____	Combo Fee	\$ _____
_____	Dinner Fee	\$ _____ meal(s) selected for each person

Please make checks payable to Zone 1 PCA Total \$ \_\_\_\_\_

**Mail to:** Steve Ross, 49 Village Brook Lane, Natick MA, 01760

# David Churcher Down Under

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Dove Lake and Cradle Mountain ... in the center of Tasmania. NCR's photographer and editor proposes this is perhaps one of the most beautiful places on earth. Every return trip to Tasmania a visit to this spot is on top of the agenda.



And what is that meat? It's wallaby. And what is a wallaby? It is a member of the kangaroo family. The story of this meal at Stillwater Restaurant in Launceston caused some alarm amongst my USA friends and prompted Andrew Periale to write a poem on the topic. See page 38.

The wallaby is farmed and it is excellent eating. :-)





John Pooley beside his immaculate Porsche 1600 Super. The photographs were taken at the Pooley Vineyard in Richmond, Tasmania. The house is built with sandstone and was constructed in 1832 with convict labor.

The photograph at right seemed to be just a natural spot to shoot the car. A week later the photographer was leafing through a big glossy Australian magazine and found a similar photograph in an advert for the Pooley Wines ... but the car in the photograph was John's red and white GT3.



For more of this story about the trip to Tasmania see Editors' Desk on page 7.









Michael Hobden's Porsche Super 90 has been modified to be an "Outlaw" but retains the classic look of the 356B. The custom exhaust system gives a wonderful sound. The rear seat is occupied by period correct helmet, goggles, and a driving suit.

These photographs were taken at The Domain in Hobart, Tasmania. Editor David wanted a Super 90 back in 1963 but has never been in one until this photo shoot. Michael declined the offer to be photographed with his car but suggested he take one of the photographer. How could I resist?

Old yes, but still beautiful. The Super 90 ... not the editor.

How many Tasmanians are members of NCR?

Two.

Tania Coffin comes from Hobart and, like the other Tasmanian member, calls the USA home.

In March of 1965 Tania was at the Longford races with her dad and he took this photograph from the Viaduct. The second car in this photograph is Jack Brabham. Bruce McClaren was there too along with other famous names.

But Tania says she remembers none of this. She was only six weeks old at the time.

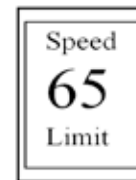
The Longford event is now a revival meeting and again draws big crowds, famous drivers, and exotic cars.



## **PCA Zone One 48 Hours of Watkins Glen June 15-17, 2012**

Zone 1 48 Hours of Watkins Glen, June 15, 16, & 17. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years. The 38th annual version of the Zone 1 48 Hours at Watkins Glen will consist of “Instructor Day” on Friday followed by a traditional DE format on Saturday and Sunday. Come and drive with PCA members from the entire Zone and beyond. PCA National Instructor Training is available on Friday for those who qualify with a referral from their region’s chief instructor. For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net) For further information, contact your local track chair or email the registrar: Lou Dauerer at [Zone148Hoursreg@gmail.com](mailto:Zone148Hoursreg@gmail.com).

# From the Far Side of...



By Gary M. Levine

I don't think any of us take our Porsches for granted. Porsches possess an immediacy of visceral feedback that makes them hard to ignore. We are in the upper automotive 1%. I am especially cognizant of the specialness of my Cayman (and to a lesser degree MBH's Audi) after driving a Temporary Automotive Appliance, i.e. a rental car. So on those occasions, I have a chance to sample how the other 99% lives. Now for the explanation of the title of this piece. Years ago, when we still frequently ate red meat and before the giant all inclusive supermarkets put the local grocer, butcher and vegetable peddler out of business, we used to frequent a neighborhood butcher shop. If the cut of meat you wanted was not available or if Lou the butcher didn't think it was a good buy, he would say, "Skip the meat and tonight eat a little herring." Well, a TAA certainly is herring compared to the filet mignon of a Porsche.

I do not travel for a living, nor am I a super frequent car renter, but in the course of a year, have need for a TAA 6 to 8 times when we fly off to vacation or to visit family. These rental experiences allow me to sample the hoi polloi of the auto world. Now, some rental cars are the unsellable dogs of the car world (a Pontiac G6 anyone?) that end up in the rental fleet. But, over the last few years, I have found that the quality of the rental fleet has improved since automakers (especially GM and Chrysler) finally stopped churning out TAAs just to keep their factories running.

My fair price gauge is about \$30 a day including all the ridiculous fees that the rental companies add on. The rental companies now have a lower cost pay in advance option that may save you another 10%. There is a small cancellation fee if you cancel or change your plans at least a day prior to the rental. I usually reserve a basic plain vanilla TAA midsize using my AARP or USAA discount code. (Don't ask me how old I am. Ask me what I did in the Viet Nam era army. Treated colds and STD's-not necessarily in that order.)

I usually request a midsize car. Recently, the definition of "midsize" has shrunk. I have been assigned a Toyota Corolla and Nissan Sentra, cars that I think of as compact. It is possible to rent something above average, usually referred to as the "Premium" or "Prestige Collection," but at a cost of around \$75 to \$100 a day, I'll pass it up and fantasize about the Porsche.

On arrival at most airports, we and our too heavy luggage first must get on a bus or train from the terminal to the rental center. We frequently fly to BWI and Atlanta; both airports have humongous off site garages that put another obstacle in our way to delay the drive to see the grandchildren. People arriving at MHT are lucky that they can take a short walk across the access road to the rental garage. There aren't too many places as convenient as MHT.

I stick with Hertz or Avis because I have found that the other rental companies are not as reliable or any less expensive and their cars rarely are nearly new low mileage specimens. (I've had the sad experience of finding two year old Budget or Enterprise rental cars with 40,000 miles on them that feel used up.) I am a Hertz #1 Gold and Avis Wizard member so that I usually can walk right to the rental car without having to wait in line and deal with an agent (exception - Tampa where there is no direct express rental). However, if you do the express rental option, sometimes you don't get the car you expect. Like a full size sedan or an SUV. They call it a free upgrade. I call it a hippo.

Among the many cars we've rented, few stand out. Actually none do, but I can make several observations. First, Ford and GM are making better cars. Both a Ford Fusion and a Chevy Malibu were decent, i.e., they had comfortable seats, compliant non nauseating ride and good gas mileage. Second, I still don't get the SUV craze after sampling a Toyota RAV 4, Ford Escape and Hyundai Tuscon. Although the Hyundai was finished the nicest (but had the softest suspension), in all three I had trouble judging where the four corners of the body ended and I didn't like the tunnel vision out the back, nor lifting the heavy tailgate. I'll pit a Subaru against any of them. Third, not to sound like an old pessimistic curmudgeon, there were a couple of rentals that I liked and would recommend. I had two opportunities to drive a Nissan Altima. They were quiet, roomy enough for 4 adults and a car seat for Benjamin. They had a big trunk for luggage and the accoutrements of a two year old. It took me a while to perceive that the Altima has a CVT, but it worked well. I did not notice the transmission until I wondered why the tachometer hung at 2500 RPM as it accelerated. My favorite recent rental was a new VW Jetta TDI, we got as a loaner from our Audi dealer, Kinney Motors, when the A4 was picked up for service. It clearly feels and looks German (although it is assembled in Mexico). The diesel fitted with the DSG double shaft transmission pulled strongly in any gear and delivered 41MPG. Most impressive, the sticker was under \$24,000. A good choice for a high mileage driver.

Lastly, I have to comment on my rental wallflowers. In addition to the previously mentioned Pontiac G6, both the Chevrolet HHR and the Mitsubishi Galant are booby prizes. The Chevy is a slug in the style of a '46 Chevy with poor outward visibility, an anemic engine and a hunt and peck transmission. Expect people to look querulously at you when you drive by. The Galant was a dullard, cheap looking plastic and controls, uncomfortable seats and a raspy engine. Glad to hear that Mitsui is getting out of the car business.

See you at the airport.



**June 9th 2012 at New Hampshire Motor Speedway,  
You have the power...**

## ***To help a child's wish come true.***

Each year, **North Country Region** Driver Education staff, instructors and members join together with the staff, families and children from **Make-A-Wish Foundation of New Hampshire**. Our objective is easy—to grant the wishes of children with life-threatening medical conditions and fulfill just a single one of their many dreams:

### ***To drive in a "Porsche on the race track"***

***Ways you can assist, as proceeds benefit the NH Chapter of Make-A-Wish....***

**Charity Laps (Touring Group)** Experience the **excitement** of driving the 12-turn road course during a mid-day session **in your own car!** (At reduced speeds, with no passing). No helmets are needed, and passengers, including children, **are** allowed. Come into the pits at any time to swap passengers and registered drivers. This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may be PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features. **Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am**

**On Track at approx 12:30pm.** (Schedule on actual day of event may vary)



Silent Auction - This year there will be a silent auction going on in Control during this event. Be sure to check out all the wonderful items and place your bid. All proceeds go to the Make-A-Wish. so come check it out!~

Purchase a shirt to support Make-A-Wish.

Stylish shirts are being produced for this event. All proceeds from the June 9th event will benefit Make-A-Wish. Limited quantities will be available.

Mark your calendar for June 9th 2012!  
Contact me with any questions:  
Ivy@ConsumerProfilesinc.com







# NCR – Make A Wish Day-Saturday June 9<sup>th</sup>!



**Net proceeds donated to:**  
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Additional donations accepted.

## NHMS Laps for Charity

### Charity Laps (Touring Group) (Rain or Shine)

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

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

**Driver’s Meeting - MANDATORY - June 9<sup>th</sup>, 2012** All drivers and passengers MUST attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Check [www.ncr-pca.org](http://www.ncr-pca.org) for updates and details on all these events.

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

Name \_\_\_\_\_ Add'l Drivers \_\_\_\_\_

Address \_\_\_\_\_

Phone (day) \_\_\_\_\_ Phone (evening) \_\_\_\_\_

PCA Region \_\_\_\_\_ PCA # \_\_\_\_\_ or, Guest of \_\_\_\_\_

Car Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

\_\_\_\_\_ Charity Laps Touring Group @ \$35.00 per car

\_\_\_\_\_ Long sleeve event Shirts @20.00 each – Size \_\_\_M\_\_\_L\_\_\_XL\_\_\_XXL\_\_\_

\_\_\_\_\_ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

\_\_\_\_\_ Donation only: \_\_\_\_\_

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact: **Ivy Cowles, NCR Charity Chair**, (603) 767-6461(cell) (603) 742-4000,day/work email [charity@ncr-pca.org](mailto:charity@ncr-pca.org)

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

# AIM TECH SESSION - March 10, 2012

Story By Tracy Rishel, DAG Roush Performance

Photographs by David Churcher

---



Tracy Rishel is from one of Roush Fenway Racing teams. Tracy flew in from Pennsylvania for the seminar. She teaches a Racing Management course at Penn State. Roush run a Mustang in the GT Class.

The devil is in the details. After learning about AIM's data acquisition system, it appears that there are a lot more details than we might think. On Saturday, March 10<sup>th</sup> and Sunday, March 11<sup>th</sup>, Roger Caddell from AIM Sports LLC (<http://www.aimsports.com>) conducted seminars for approximately 40 members and guests of the Porsche Club. Roger presented information about how to best use and interpret data by drivers, by those that set-up and perform mechanical work on the cars and by those that wear all hats (which I suspect are most of you).

As we learned from Roger, the AIM data acquisition system is comprised of two distinct applications. The first is the configuration software which is used pre-event to configure and calibrate the sensors, including measurement units, thresholds, alarms, data sampling frequency, and the time and date formats for the recordings. This segment also included how to transmit

the updated configuration to the data logger as well as how to download the data for analysis.

The second component of the system is the software used for the analysis of the data itself. Roger instructed the class on the myriad of ways the data could be reported and analyzed. Some of the highlights included basics, such as how to retrieve files and the mechanics of how to format our data window to achieve the layout best suited to our needs. The next challenge is to determine where to begin. Roger suggested we start with what he calls the "money channels," lap times and speed. Any additional data will tell us why lap times and speed go up and down.

Some of the features included in the software allow us to look at the data as a measures graph or as channel reports where we can specify minimums, maximums, and/or averages. Multiple data traces can be viewed simultaneously for all laps or particular laps. We also have access to a lap bar which displays all of the laps, providing the capability to focus on a particular point in time, as well as a time compare bar which can be used to compare two laps by the same driver or the same lap from different drivers. We were also given instruction on how to



Roger Caddell presented a detailed slide show to support his lecture and even carried his enthusiastic lessons into the breaks. The Tech Session was hosted by Porsche of Stratham.

develop a track map which is tied into and can be displayed in conjunction with the other windows. These features allow us to superimpose laps by one driver or numerous drivers to look for trends and/or patterns.

When it comes to interpretation, Roger recommended that we look for areas where inconsistencies exist over several laps, and then start digging deeper. This leads us to the age old question, which came first, the chicken or the egg? Are the inconsistencies a result of poor car set-up or mechanical problems leading to poor performance by the driver, or were the driver's actions the cause of the inconsistencies creating the impression that there were inherent problems with the car? Split lap times can help with analysis and interpretation by creating a theoretical best lap based on data collected by segments generated in the track map. Additional descriptive data such as minimums, maximums, averages, and standard deviations are also available for use in analysis and interpretation. In closing, Roger touched on utilizing GPS and SmartyCams to enhance data collection and display. Roger demonstrated the power of the AIM system

by sharing amusing anecdotes about his experiences with clients, and particularly as a father/coach/data guru for his competitive son.

I would like to take this opportunity to thank Bob Futterer for allowing me to attend this seminar and for the hospitality extended to me by both Bob and Matt Romanowski.

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# NEW MEMBER INTRODUCTION MARCH 24, 2012



The New Member Introduction event was well attended and provided a mixture of social time and presentations by NCR Board and Chair persons. Social Chair Rich Willey organized a table of food and a wine selection to compliment the event.

The event was hosted by Porsche of Stratham in their conference room.

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### Editors' Desk

... continued from page 7

Revival. These two events are what will get me back to Tasmania in 2013. Some very famous names from Porsche Museum and the factory are mentioned casually ... Walter Röhrl and Klaus Bischoff are such Targa enthusiasts they are personal friends of the members of the club. Tasmania is not the isolated place it was when I lived there. No, it's now on the map ... so to say.

Food stories: Tasmania is a foodie's paradise and my favorite meal would be the Wallaby (Kangaroo) I had at Stillwater in Launceston. A close second would be the slow cooked lamb I had later. At the other extreme would be the "Aussie Burger" (bun, lettuce, beetroot, pineapple, fried egg, and patty) in Kings Cross. The Wallaby meal disturbed my colleague Andrew Periale enough that he asked if I would eat Koala next. I assured him the Wallaby is farmed and Koala is protected. Andrew, being the Rochester, NH Poet Laureate, then wrote a poem on the topic. You can read it in this *Northlander* (see page 38).

Wine stories: Australian wines are fantastic, but not cheap. I was able to taste several labels which do not make it to the USA and I would say Zuma Shiraz was the best. But, sadly, it is not available in USA.

Art stories: This trip was to be my pilgrimage to the National Portrait Gallery and the National Gallery in Canberra. A favorite portrait I was keen to see was the Ellen Dahl photograph of Australian fashion model Megan Gale. On the day of my visit it was not hanging but in storage. Ouch. However, I did get to see many other famous Australian pieces, and at The Art Gallery of NSW I was able to see for the first time some Tom Roberts pieces and Brett Whitely's paintings and sculptures. And, I got to see Jackson Pollock's "Blue Poles".

So, in summary, another wonderful adventure Down Under. Now I am making plans for 2013 and to include Targa Tasmania, Longford Revival, and maybe the F1 race. Who wants to come with me?

# Precision Imports Tech Session CAN Communication

Saturday, April 21, 2012, 11:00am

Ever hear how your car has 2, 3 or even 10 computers in it? Well, Dick Horan of Precision Imports is going to help us understand what the computers do and how they talk to each other. The CAN network is the vital communication link for your engine to run, your transmission to shift, and even your windows to go up and down. This is a great session if you have a newer car regardless of the manufacturer.

BTW

Did you notice any changes in this issue of Northlander?

As a reader, or advertiser, do you like the changes?

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Andrew Periale

## Koala's Lament

Koala raised a glass of Aussie red wine to the moon:

"Here's to my poor long-suffering teeth, the constant rasp and chew  
Of eucalyptus bark and leaves I've put the buggers through;  
I promise to reform—not now, but very, very soon.

Let's toast Australian conservation laws that saved my hide—  
Look at the bloody wallaby, that's now raised on a farm,  
A shame if one as cute as I should likewise come to harm  
And end as someone's tucker—that's a fate I can't abide.

Declining population has me feeling quite vertiginous  
as with the greater bilby and the large-eared horseshoe bat,  
Nurse shark and olive ridley, nangur skink and yellow chat  
(and never mind that human thing, that now is called "indigenous").

So saying he refilled his glass and drained it for a lark.

"Good night, sweet prince, I'm off to chew more eucalyptus bark."



## 2012 NCR AUTOCROSS SEASON

**WHEN:** April 22  
June 2  
July 21  
August 12  
August 25-26 Zone 1 Event  
September 8



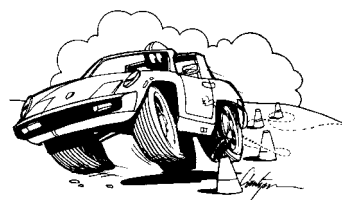
**WHERE:** Moore Airfield, Devens, MA, State Police entrance off Rt 2A

**MORE INFO:** <http://www.ncr-pca.org> (Click on Autocross)

**REGISTER AT:** <http://ncr-pca.motorsportreg.com/>



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NCR Tech Inspectors

2012

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Bob Tucker  
Portsmouth, NH 03801  
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continued on next page ...

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## NCR's SPRING RALLY

**WHAT:** Spend a few hours with your NCR friends taking part in a fun, no pressure rally. Answer a variety of questions based on things you see along the rally route. Prizes for 1st place overall, 1st Place Rookie, etc. for most correct answers turned in within the prescribed time. The end of the route will be close enough to major highways to facilitate returning home.

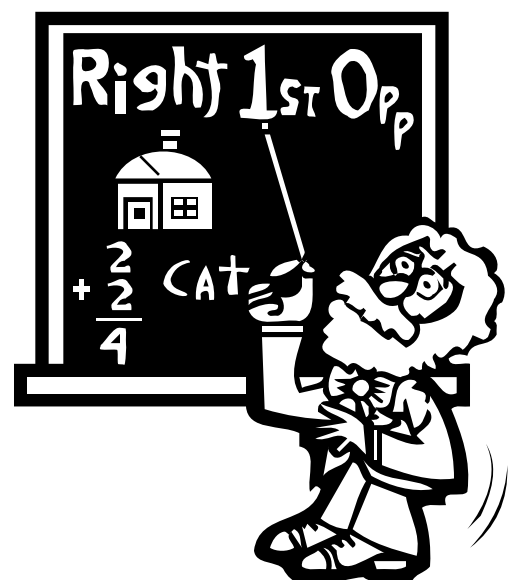
**WHEN:** **Saturday April 28th, 2012.** Gather by 9:45-10:00 AM and depart on the route by 10:30 AM

**WHERE:** Starting at the Market Basket supermarket at 21 Jones Road, Milford, NH 03055. This is west of Milford center, a left off Rte. 101 at the traffic light onto Phelam Rd. near the State Police Barracks to right on Jones. If you get to the intersection of Rte. 101A you went too far on Rte. 101.

**COST:** A nominal fee of \$10 per car will be collected by the event coordinator at the start point to defray the cost of the rally, with all net proceeds going to the NCR charity fund.

**REGISTRATION:** Day of event entries are welcome but if possible, please provide your Social Chairperson the names of the driver and navigator and what type of car will be driven. Non-Porsches welcome. ***Social@ncr-pca.org*** .

**MISC:** Rally route and questions sheet will be given to participants at the start. Every driver and passenger will be required to sign the NCR-PCA waiver before departing on the rally route.



# Looking Back At 50 Years\* of the Rolex 24 At Daytona

Story and photographs by Rich Willey

---



2012 was the 50<sup>th</sup> anniversary of the famous Daytona endurance race and to celebrate the organizers were able to bring together more than 30 of the prior winning cars and many of the winning drivers to run a few parade laps before the race. Those cars were then available for viewing in a static display outside the track behind the start-finish line. Porsche has dominated this event with 23 Porsches or Porsche powered cars winning the overall event, with 18 of those wins coming from 1968 to 1991. What a thrill to be within a few inches of all those winning cars.

But the Rolex race was not always 24 Hours.

The inaugural race in 1962 was known as the Daytona Continental and it was won by a little Lotus Climax 19B. An open cockpit car driven by none other than Dan Gurney who by then was a well-established sports car driver in the USA and just beginning his European career in Formula 1. The intriguing aspect of this race was that Dan had a 1 minute and 40 second lead when he blew the engine coming out of turn 4 of the oval. Realizing he would cross the start finish line just before the 3 hour mark, and therefore have to complete another lap (which he could not do with a blown engine), he parked the car on the

banked track just before the start finish line, waited till the clock struck 3 hours and then coasted diagonally down the banking across the line to win by a few seconds.

In 1965 the race was extended to 12 hours and then to 24 hours in 1966. Ken Miles and Lloyd Ruby won both races in a Ford GT40, winning in 1966 despite driving most of the night in freezing rain. It was a 1-2-3 sweep by the GT-40s in '66 and another black mark in long distance racing for the heretofore dominant Ferraris.

The first Porsche victory came in 1968 in a 907. After finishing 4th the prior year, a 907 with lead driver Vic Elford won with help from Hans Herrmann and Jo Siffert. Back then drivers could switch cars and when Herrman and Siffert's 907 went into the pits for an extended stay they each took turns driving Elford's car. As a result Herrman and Siffert were credited with the win and they finished second too!

Brian Redman took the same approach in 1970 in John Wyer's Gulf Porsche 917K, getting credit for a victory with Pedro Rodriguez and Leo Kinnunen as well as taking second with Jo

Page 42: 1995 Porsche K8 Spyder.

From the top of page 43:

Vic Elford's 1968 Porsche 907

Haywood - Gregg 1975 Porsche Carrera RSR.

A. J. Foyt's 1983 Porsche 935L



Siffert. And in 1971 the 917K won again with Pedro Rodriguez at the wheel making him the first 4 time winner of the race (He won in 1963 and 1964 in a Ferrari GTO).

From 1970 to 1983\* Porsche won all but two races, mostly by variants of the Carrera RSR and the 935. Peter Gregg, Hurley Haywood and Brumos' Racing became legendary during this time despite Gregg abandoning Porsche for a win with BMW in 1976. To demonstrate Porsches dominance in the 935, Peter Gregg won the 1978 race by 30 laps at an average speed of 108mph (note that this is roughly the same average speed as the 2012 winning GT Porsche cup car) and Porsche swept 14 of the first 15 positions

The final 935 victory came in 1983 when A.J. Foyt who left his ailing father to race an Aston Martin in the 24, jumped from the AM team after the car expired and joined the Swap Shop Porsche team mid race. Foyt then double stunted, setting fastest lap at 126mph -- in the rain -- to win the race. He then left with the trophy and presented it to his father.

In 1986-87 the famous Lowenbrau 962 won back to back. The '87 win was highlighted by the driver's side window blowing out and the drivers suffering heat exhaustion. As a result, Al Holbert, whose name was on the car but only intended to serve as team manager, took a stint to give Derek Bell, Al Unser Jr. and Chip Robinson a needed rest.

The last Porsche victory prior to 2012 was in 2010 when a brand new team called Action Express fielded a Riley chassis with a Porsche Cayenne V8 engine in a Daytona Prototype. They beat back the competition of Target Chip Ganassi's BMW Riley to win by 50 seconds.

And 2012? Well you know by now how Magnus Racing won the GT class in a Porsche Cup car. Oh, you don't know? Check out the article in the March *Northlander*.

\*The 1974 race was cancelled due to the gas crisis!



## Looking Back

... continued from page13

Gimmick or Fun Rallies are less complicated and come in an infinite number of variations. The most common is for the contestants to follow a set of instructions that direct them along a route and at the same time are required to answer questions related to the route, such as information from signs or landmarks. Other gimmicks can take on the characteristics of a scavenger hunt or the contestants might collect playing cards from checkpoints to assemble a winning poker hand. One memorable rally required us to bake a cookie from raw dough by the end of the rally. Strategies included taping the dough in aluminum foil to the muffler or the catalytic converter. 944s could use their air conditioner compressors.

Typical gimmick instructions might be-

Instruction 15: Turn right on Maple St.

Instruction 16: What is the zip code of Freedom, Mass?

Instruction 17: What is the phone number of Slocum Realty?

Of course, it is necessary to stay on course. Some rallies will have time or distance penalties to discourage competitors from constantly back tracking to find cities they think they have missed.

The May 5 rally will be a Gimmick Rally, what type? Show up and find out.

**NOTE: This year's Spring Rally is Saturday, April 28, 2012.**

## MART

### CARS FOR SALE:

**1977 911S** Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email [bigcheese@consumerprofilesinc.com](mailto:bigcheese@consumerprofilesinc.com) <<mailto:bigcheese@consumerprofilesinc.com>>. \$18,900, add \$500 for test drive with Ivy. Pictures and more details available upon request.



**1970 914-6** track/autocross car registered for road. A simple fast car. Jerry Pellegrino 3.2 stock Carrera motor. Front oil cooler, 911 front end w/ M ducted brakes, coilovers over adjustable Konis and Velios 911 adapted swing arms w/ needle bearings in rear. Full rollcage. Extra short gear 901 transmission. Fiberglass lids and bumpers. Extra set of Fuchs with Hoosiers. Spare parts Ready for tech. \$21,000 [johnr@blackriverdesign.com](mailto:johnr@blackriverdesign.com)

**1984 chassied 935 replica**, white with Martini (what else?) livery. Lightweight ARE fiberglass bodypanels 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.

**1978 Targa with Slantnose conversion**, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email lLeonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

**1980 911 SC** white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

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

**2007 Audi RS4**. Black with gray leather interior. All available options and Audi updates. Exceptionally clean condition inside and out. \$40,000. Email: barry.brensinger@lbpa.com.

**2004 Porsche GT3 Race Car**. PCA "J" Class with numerous wins and tracks records. 12,000 miles, excellent condition. Full cage, RaceTech seat, Moton Club Sport adjustable shocks. Cup Car mono balls, shifter cables, clutch and rotors. OEM mufflers and straight pipes. SureShift sequential shift light. AMB transponder and in-car display. In-car RaceCam. \$59,000. Email: barry.brensinger@lbpa.com.

**SALE: 1990 944-S2 Coupe Track/Street car** - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

## ITEMS FOR SALE:

Four **7x16 phone dial rims** fit either 944/924S/928 (certain years) Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in than stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.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 Contocook/Hopkinton, NH frank.sanford@us.army.mil

**'86 911 original 15" phone dial wheels with Toyo Proxes R888 tires** for immediate sale. Wheels are in good shape (balanced and round) with minor curb rash. The R888 tires have been used in only one 20 min track session (novice) at Tremblant. Basically brand new. Fits all '79 - 88 911. Also most 944, 928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear. Not using these as I have other track tires. Priced to get them out of my basement. \$500 for all. cwlovel@gmail.com. Sherborn, MA.

**Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.**

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Back Cover ½ page - Color  
 \$96.00/mo. \$1152/yr.  
 Inside front cover: Permanent (non- rotating)  
 \$125.00/mo. \$1500/yr.  
 Inside back cover: Permanent (non-rotating)  
 \$125.00/mo. \$1500/yr.  
 Inside front/back cover: Rotating full page  
 ads \$90.00/mo. \$1080/yr.  
 Both of these options will receive the second page  
 1 month per year as a marketing article. (ea: 2 page  
 spread)  
 Full page - non rotating  
 \$85.00/mo. \$1020/yr.  
 ½ page - rotating  
 \$60.00/mo. \$720/yr.  
 This option will allow the use of page 1 as ad placement and  
 detailed marketing article at least 1 month per year. (May  
 allow for more according to number of ½ page ads placed.  
 ½ page ad - ½ page marketing promo=full page spread.  
 - ¼ page - rotating  
 \$50.00/mo. \$600/yr.  
 This option will allow the use ½ of page 2 as  
 ¼ ad placement and ¼ marketing promo. This  
 will allow for 2 of the ¼ page ads with  
 marketing promo have to appear in one month.  
 1/8 page/Business Card  
 \$15.00/mo. \$180/yr.  
 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 advertiser's part way through the year.

## BTW

The story of eating wallaby in Tasmania disturbed a few people. See the article earlier in this issue. A few more people were disturbed by the adjacent photo.

Here is editor David eating "Breakfast Wallaby" ... a small treat, very tasty with a little tomato sauce or ground pepper. Two make a fine meal.

This small wallaby is part of the kangaroo family and is known by its technical name as wallaby-looflirpa.



## NEXT MONTH

Jay and Matt's Dinner ... March 27

Dyno Testing at KMC ... March 31

CAN Communication Tech Session at Precision Imports ... April 21

NCR Autocross 1 ... April 22

**Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive...another New England winter.**

- C**HANGE THE OIL AND FILTER
- F**ILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS
- C**HECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS
- O**VERINFLATE THE TIRES TO **50%**
- L**EAVE THE WINDOWS OPEN **1** INCH
- I**NSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN
- L**EAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR
- W**ASH AND DRY THE CAR
- A**PPLY A FRESH COAT OF WAX
- R**EMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE
- M**OVE THE CAR TO A DRY LOCATION FOR STORAGE



**PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.**



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# NORTHLANDER

Volume 35 Number 4 April 2012

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