

NORTHLANDER

NORTH COUNTRY REGION

Volume 35 Number 7

PORSCHE CLUB OF AMERICA

July 2012



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Make-A-Wish

Porsche At Le Mans 2012

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Debunking Insurance Myths

Michael A. Bernier

"Summer's here and the time is right for dancin' in the street." With your Porsche, of course. With apologies to Martha and The Vandellas, it's that time of year when the winter break for your "zoomer" from Zuffenhausen ends and the air is filled with exhaust notes singing sweet music to one's ears. While hours upon days upon weeks of time may be spent preparing your Porsche for the driving season ahead, few of us take the time to make sure our insurance coverage is in place, active, and properly covering our cars. Now is the time to make sure you actually know what you **think** you know. On the side of the road with crinkled sheet metal is usually the wrong time to realize you're not properly covered for your loss, you forgot to take the car out of winter suspension, or you forgot to insure it at all! What follows will be a description of the three primary types of automobile insurance coverage. Most automobile insurance policies have standard "boilerplate" language in them, but every insurance company has language that may be specific to their own policy. Now, the standard disclaimer. **Read your policy!** That is the only way to ensure how coverage is applied to your vehicle.

The first type of coverage we'll explore is **Actual Cash Value** (ACV). This is usually used for standard autos. Actual Cash Value insures a vehicle for the purchase (or book) value and allows deductions for depreciation.* For example, you purchase a 2012 911 Carrera GTS for \$100,000. One year later, the vehicle is totaled in a covered loss. The final settlement on the vehicle may only be \$75,000, due to the previously mentioned depreciation. While there are current guides insurance companies use that can search recent sales of vehicles similar to yours, therefore settling on a number which may be closer to a retail sale price, it still may be less than what you thought your vehicle was actually worth.

The second type of coverage is **Stated Value**. This is often used by non-specialty companies to cover collectible cars. With Stated Value, insurers pay the "lesser of" the insured value or Actual Cash Value, which may be less than the purchased (or book) value.* For example, you purchase a 1965 356C Cabriolet for \$100,000 and insure it for that "stated" amount. One year later, the vehicle is totaled in a covered loss. The final settlement on the vehicle may only be \$75,000 as the insurance company settled on an Actual Cash Value basis. Conversely, if the vehicle appreciated during that time and had an Actual Cash Value of \$125,000, the settlement would be for \$100,000, as that was the Stated Value on the policy.

Finally, there is **Guaranteed Value** coverage (identical to Agreed Value). Depreciation is not a factor. In the case of a total loss, you're guaranteed to receive the full amount for which the vehicle is insured.* For example, you purchase a 1973 911 Carrera RS for \$350,000. One year later, the vehicle is totaled in a covered loss. The final settlement on the vehicle is \$350,000. No depreciation.

This is the type of insurance coverage provided through Hagerty.# As collectors, Hagerty knows firsthand what car enthusiasts want in an insurance company and what they need to protect their investment. That's why Hagerty provides some very desirable benefits, including low premiums, Guaranteed Value coverage, relaxed restrictions on how collector cars can be used, in-house claims, 24/7 flatbed towing and roadside assistance.

As previously mention, read your auto policy. The language of your specific insurance company policy will determine the type of coverage you actually have. Happy motoring!

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Statement of Policy

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

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NORTH COUNTRY REGION
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PORSCHE CLUB OF AMERICA
July 2012

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On the cover

Once again the Autocross event was a washout ... or to use Joe's newly minted term: it was "Watercross". But the enthusiasm of the participants was not dampened. Well, not too much. The photographer had wet feet and spots on the Nikon lens. It was an interesting day. But enough already ... we need sunshine next event.

Photograph by David Churcher

July 2012



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CALENDAR

6 7 8 9 10 11 12 13 14 15 21 22

July & August 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
July 6-8	NER DE Calabogie	Calabogie, Canada	Friday-Sunday	stanley_corbett@msn.com www.clubregistration.net
July 8-14	Porsche Parade	Salt Lake City, UT	Sunday-Saturday	http://parade2012.pca.org/ registration.html
July 10	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
July 10-12	NER DE Mt Tremblant	Mt Tremblant, Quebec, Canada	Tuesday-Thursday	stanley_corbett@msn.com www.clubregistration.net
July 15	Deadline for Aug Northlander			ncrnorthlander@ncr-pca.org
July 21	NCR Autocross #3	Moore Airfield, Devens, MA	Saturday 7AM	Joe Kraetsch autocross@ncr-pca.org
July 22	Make-A-Wish Car Show	Porsche of Stratham, 58 Portsmouth Avenue Stratham, NH 03885	Sunday	Michael Lucci concours@ncr-pca.org
July 22	Ice Cream Run (after car show)	Lago's Ice Cream, Rt. 1, Rye, NH	3PM	Rich Willey social@ncr-pca.org
August 4	NCR Summer Tour	TBA	Saturday	Jim and Deb Grtton rally@ncr-pca.org
August 6-7	NCR DE "In the Heat of Summer"	NHMS, Loudon, NH	Monday-Tuesday	Mark Watson de@ncr-pca.org
August 14	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
August 15	Deadline for Sep Northlander			ncrnorthlander@ncr-pca.org
August 24-26	NER DE Watkins Glen	Watkins Glen NY	Friday-Sunday	stanley_corbett@msn.com www.clubregistration.net

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



Jay Gratton **The Rolling Chicane**

The bar has been set high for next year and I encourage all of North Country Region to mark their calendars for May 18th & 19th ...

There are certain things one must do in a marriage to keep it strong and healthy such as celebrating anniversaries and birthdays, weekly date nights, open and honest lines of communication, taking an interest in your partner's interests, sending flowers just because, etc. Jaime and I have an incredible relationship built on all of the above suggestions and then some. However, we quickly learned early in our relationship that if we have any chance of our marriage making it for the long haul we need to avoid one thing and one thing only. Jaime and I have come to terms that partnering together for a road rally will end our marriage. I have always found this amazing as my Uncle Steve and Aunt Ann, Uncle Mike and Aunt Biff, my mom and dad and even Jaime's parents Brad and Mickie Davidson are fine rallying together. Clearly this isn't an issue of not having good role models to look up to; we simply can't make it work.

Our record low was making it just less than two miles a few years ago before we were already not talking, which made for a long day. I almost flagged down Matt Romanowski and begged him to wife-swap with me for the rally, but he was already lost himself. For the sake of our marriage and for the safety of other drivers on the road we decided to rally separately. Jaime rallies with her sister Jackie Paul and they have a wonderful time together. I normally rally with Grammie "The Navigator" Gratton whom at 88 years old is still on her game and is even more competitive than me. Needless to say we make a good team! When her incredibly busy social calendar does not allow her to attend, I typically bring a friend who has never experienced North Country hospitality or a rally for that matter. The enjoyment I get from watching a newbie's excitement is a joy. My friends Joe Sanborn from Londonderry and Kim Woods from Merrimack have been two of the more recent folks I have brought with me and they are already lobbying for the next rally.

This past May the Zone 1 Concours & Rally was hosted by our friends from Northeast Region. The Concours was on Saturday at the Lars Anderson Museum and the day was spectacular. Seventy seven cars sparkled on the field and the day was a complete success for not only NER, but Zone 1 and PCA. Sunday was the Gimmick Rally which was put on by long-time NER member and good friend of NCR Charlie Dow. To make a long story

short, Jaime and I either needed to put our differences aside for an afternoon or throw up the white flag and not attend. We decided to bring our partnership out of retirement and give it the old college try. We had agreed that we would just have fun with it and if all else failed we would just find an ice cream stand and enjoy the incredible weather.

Over 40 cars began the rally at the Bose Headquarters in Framingham with a small contingent of NCR folks in attendance. Jaime and I were off on a very hot spring morning in the trusty (non-AC) '85 911 with no idea what stage our marriage would be at in a few hours. Being a history nerd and a Civil War buff, I find it incredibly sad to say I have never been down to the Lexington-Concord area to see any of the battle sites from the Revolutionary War. The roads Charlie Dow selected were stunning and put us right into the rich history of this area. The old homes and buildings from the 1700's are simply incredible and I was very excited to find we had to get out of the car for an answer at the bridge where the first shot of the war was fired. Just an awesome rally!

The rally took a little over two hours and forty miles and was the perfect length in my opinion. Jaime and I made it to the twenty-two mile mark before we had our first and only "spirited discussion." When all was said and done, Jaime and I missed three questions out of forty and tied for first with another couple from NER. The tie breaker was who was closest to the actual mileage the rally should have taken which was 40.4 according to Charlie. Jaime and I had 40.1 and the other couple had 40.3 and since they were closer they were the winners. We won an amazing set of Bose headphones and proved to the world that if Jaime and I can finish a rally on speaking terms than anyone can. I want to thank the entire Zone 1 and NER team for putting on a top notch weekend. The bar has been set high for next year and I encourage all of North Country Region to mark their calendars for May 18th & 19th, 2013 because NCR is hosting and we need to show everyone in Zone 1 why North Country is the friendliest region in PCA. Drive safely!



Tracey Levasseur

Call me old fashioned, but when I draft up these Editors' Desks and all the articles I write, I hand write them on paper first before transferring them to the computer ...

The other day an older friend of mine told me that kids today don't know how to write in cursive. This surprised me almost as much as the fact that very few people write letters these days. But I'll get back to that in a minute. Let's pause for a moment on my friend's revelation: kids aren't taught cursive.

My first thought was, how will they sign their names? It sounds funny but we were taught, when I was in school, that you printed in some instances but for other important things, such as a signature, you wrote in cursive. Whole classes were dedicated to making the letters connect in a quick, fluid movement of the hand. The teacher went through every letter of the alphabet, everyone had to repeat lines of the same letter, making sure each letter was at just the right angle. I often wondered how an entire class could be spent teaching proper penmanship yet most doctors have atrocious handwriting. Now I guess it doesn't matter now since it's not being taught at all. Another task rendered obsolete by technology. Shame.

Now let's go back to this letter writing. I was pondering this subject recently. Don't get me wrong, I enjoy email immensely and I tolerate small doses of Facebook once a week. But I believe the loss of the art of putting pen to paper may have far reaching ramifications for future generations. Worse than not knowing cursive.

Let me explain. This year I've volunteered my services to help transcribe some Civil War journals written by a man from Saco who served in the 17th Maine. There are an astonishing 13 volumes, mostly written in cursive with a fountain pen. I say mostly because in one journal he attempts to use a typewriter and, after two and a half pages of mistakes, I believe he probably threw that new fangled machine out the window in favor of his fountain pen. Though his penmanship can be challenging to read in places, his spelling and grammar are nearly perfect (it helped that after the war he was a librarian). But what fascinates me most about these journals is he writes for the most part in present tense, describing in detail events on the front line, personalities of fellow soldiers on up through to the generals and Lincoln himself, sometimes gruesome descriptions of what happens if one doesn't keep one's head down in the

breastworks and here and there he'll go off on a tangent about some detail specific to the time period. These small details I'd only ever seen in documentaries or read in books on the Civil War, never had I read them firsthand from a real person who actually lived through it. But here they were in fountain pen ink directly from the hand that wielded the gun in several now famous battles including The Wilderness and Gettysburg. What he accomplished putting pen to paper (and I suspect he did deliberately), was to capture a moment in time, in his life, which he deemed very significant, that he wanted immortalized long after he left this earth.

Of course, in the 19th century writing was in its heyday. With improvements in the postal system, folks could write long and often and drop their missives in a letter box with confidence that the precious papers would reach their intended recipients. In fact many aspects of the Civil War, including details during battles, were confirmed through letters that were saved and are now part of our history. The invention of the telegraph and eventually the telephone probably reduced the amount of letter writing in the first half of the 20th century but, as Hallmark and American Greetings will attest, people still mailed letters and other salutations especially around the holidays.

Then along came email. Those of you around my generation may remember the one hit wonder by the band The Buggles called *Video Killed the Radio Star* which conveniently got air play at the beginning of Music Television (back when MTV actually played music videos). I often think of this song when I think of the demise of the written letter. Email may not have killed letter writing but it's certainly giving it a fair beating.

And what will the ramifications of electronic media be on human history? In keeping with the aforementioned Civil War journals, how will people 150 years from now get a real "feel" for how life was like at the front during our current war? Will those little details, like my 19th century soldier recounted in his journals, be known to society in the year 2162? And if so, how? Today's

... continued on page 43

MEMBERSHIP



Janet Quintero

New Members:

Robert Bonanno
Judith Bonanno
Sunapee, NH – 2012 911

Corrino Vitolo
Jonathan Vitolo
Rye, NH – 2013 Panamera

Amy Hoke
Gilford, NH – 2009 911
Transferred from Northeast Region – Joined PCA 5/31/12

Member Anniversaries:

1 Year:

Bob Adams
Elizabeth Adams
Alstead, NH – 2009 911

Art Karabelas
Jackson, NH – 1989 964

Doug Keslin
Tyrelle Keslin
Meredith, NH – 2003 996 Turbo

Mako Saito
Lyme, NH

Chris Walsh
Leah Walsh
Nashua, NH – 1999 Boxster

2 Years:

Chris Carter
Webster, MA – 2005 Carrera S

Gerd Domajnko
Wolfeboro, NH – 2011 Carrera S

Michael Lucci
Debbie Lucci
Windham, NH – 2006 996

Tom Pelton
Kyle Pelton
Brookline, NH – 2004 GT3

5 Years:

William Brawley
Etna, NH – 2000 996

Robert Kimball
Walpole, NH – 1999 Boxster

Tim Mauro
Karlina Lyons
Portsmouth, NH – 1953 356

10 Years:

Gordon Jackson
Carolyn Turnbull
Nashua, NH – 1986 928S

Ted Westlake
Daniel Westlake
Readfield, ME – 1981 SC

20 Years

Greg Fontaine
Michael Fontaine
Rye, NH – 2007 Boxster S

Michael Jacuch
Alexandra Jacuch
Newington, NH – 1998 Boxster

25 Years

James Locke
Jean Locke
Gilmanton Iron Works, NH – 1983 944

35 Years

Allen Ward, MD
Ann Ward
North Chatham, MA

45 Years

David France
Arline France
Washington, NH – 1967 911

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



Matt Romanowski **WIDE OPEN**

Jackson Romanowski is here ...

So this article is coming from NCR's newest Dad and overtired Vice President. Jackson Marc Romanowski was brought into the world at 3:17 am on 6/14/12. Xana is doing great and Jackson is a little rock star. He was perfect from the moment he entered the world – giving a good cry to let us know that he was ok, but not too much to be crying. Xana was a star too – working through almost 24 hours of labor, with 12 hours of the serious stuff.

It's very interesting taking care of someone who doesn't even know what he wants. Sometimes he gets himself worked up and can't decide whether he's tired or hungry. Even when he can figure out what he wants, he can't tell us, so it's a guessing game. Another NCR member Norman Bickford gave me the best advice I've had yet. "Feed. Burp. Change. Repeat." So far that has worked well.

So now everyone has been warned – if you talk to me and I babble incoherently (well, more than normal) or you get a crazy email – I probably haven't slept in a day or two.





Mark Watson **MY SPIN ON THINGS**

The NCR DE team thanks everyone who helped make our 2012 season opener a great success ...

FINALLY- my 2012 DE season has started, and in spectacular fashion. I'm not talking about a new driving suit type of fashion but rather two days that were filled with great weather, fantastic driving, a track walk, special classroom sessions, private coaching, a track dinner, silent auctions and most importantly our Make-A-Wish (MAW) Charity activities. If you did not make it to NHMS on June 9, then you missed out on an unforgettable day. I'll start with what most everyone felt made the day extra special and that was the Make-A-Wish event. We had approximately sixty (60!) MAW and Dream Catcher children who came to the track to see the cars and to get a ride in a real race car around a real track. At the same time, private cars were permitted on the track for a small fee that will be donated to the MAW Foundation. I held the drivers meeting for those driving in the parade laps and I think there were more participants for the Charity Event than regular DE drivers. In addition to having fun while on the track, we stressed the need to keep the speeds down especially on the front straight. We inserted pace cars to help the drivers manage their speed and I went to flag station #1 to provide a gentle reminder to any driver who was getting a little fast. I can say that the drivers did a great job managing their speed and what amazed me most was seeing how much fun everyone was having as they came down the track. I am talking about the children, the drivers and the passengers – it was a unique place to watch the event and actually get to see all the smiles not just those from the person in your car. We normally close the track for about an hour to ensure that we have enough time for everyone to get time on the track but on Saturday, we added an additional ½ hour and in the end I had to throw the checkered flag to get everyone back to the paddock. I am sure there will be other articles describing the MAW activities so I will stop and just say to Ivy and the others who organized the event – nicely done! The NCR DE Team is proud to be able to participate in such a worthwhile activity and we look forward to bigger and better events in the future.

So what about the actual DE event? Well we got off to a rocky start when Joe and Lisa arrived to set up registration and found out that there was a motorcycle event hosted by the track and they had 'taken' all the registration windows. Some quick

thinking and we moved the NCR registration to the kiosk just in front of the tunnel which leads to the paddock area. The process was a bit slower than normal but everyone made it into the paddock, got through the tech line and we were out of the drivers meeting by 9:10. While no one lost any track time, we do apologize for the confusion.

In addition to our regular meetings, Phil Lombardi held classroom sessions for the White and Black drivers. Feedback was very positive and we thank Phil for his participation and his help in improving our program. Phil was also available for private coaching and from what I could see, he was very busy on Saturday afternoon and all day on Sunday. I was able to schedule a session with Phil and I came away with several very valuable tips and suggestions on how to better manage several turns. I hope to get more time with Phil later in the season to get more feedback and suggestions.

At the end of Saturday's run sessions, we held a track walk with special focus on the south oval. As you may recall, we arranged with NHMS to configure the track so we could try the oval section on Sunday. John Dunkle led the walk and he did a great job pointing out the line and visual reference points. As you might imagine, speeds out of the oval and down the back straight were significantly higher so we made sure everyone knew that brake points needed to be adjusted. As one would do at any new track, everyone slowed down and gradually built up speed during the day as they worked out the line and brake points. I think there were mixed feelings on the oval configuration; for those who participated on Sunday, watch for a survey so we can get your thoughts, feedback and preferences.

After the track walk, approximately 70 of us headed to the Loudon CC for another fantastic dinner organized by Toni. The food was great and everyone seemed to enjoy the evening. For me, it was the perfect end to a perfect day.

The weather was fantastic again on Sunday and the day seemed to be a lot less hectic – no wonder given everything that occurred on Saturday! Registration was back to normal, everyone was ready for the tech line, the drivers meeting ended on time so for

most everyone all we needed to do was sort out the south oval and enjoy the company of our friends and fellow drivers.

As you know, we are putting a lot of effort into our instructor development program. Tom and Doug have done a terrific job refining the program. If you want to learn more about becoming an NCR instructor, stop by and talk to Tom, Doug, John D. or me. If it were not for instructors, neither you nor I would be able to drive on the track. It is another way to give back to NCR and help keep our DE program growing. Tom, Doug, Matt and I were working with four (4) instructor candidates. You remember, we were the cars with the flashing lights!

I am going to close and get this article to David for publishing. The NCR DE team thanks everyone who helped make our 2012 season opener a great success. No accidents, great weather and out of sight charity participation - which once again proves that it is not just about the cars, it's about the people.

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. Registration for all run groups is now open; use motorsportreg.com for NCR hosted events and clubregistration.net for NER events.

Please stay safe until I see you at the track in Canada or again at NHMS in August. As always, e-mail me at de@ncr-pca.org with questions, comments, suggestions or just to say 'hi'.

Let's continue to make 2012 the best year ever for the NCR DE program!

Mark

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

Month	Date(s)	Track	Host Region
July	06 - 08	Calabogie	NER
	10 -12	LCMT	NER
August	06 & 07	NHMS	NCR
	24 -26	WGI	NER
September	11 & 12	NHMS	NER
	19 & 20	LRP	NCR
October	15 & 16	NHMS	NCR



Judy Hendrickson **LOOKING BACK**

July/August 1982 had some nice graphics from our Region logo designer, Tim Bent ...

Not sure whether there never was a July 2002 issue or neither the Club Archives nor I personally have a copy, but the result is the same – no July 2002 issue to Look Back at. So we are limited to the July/August 1982 and 1992 issue to peruse.

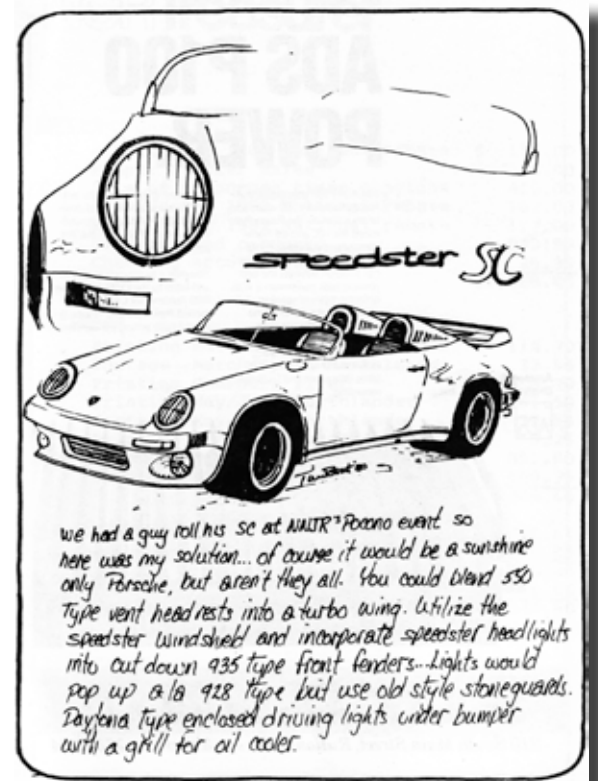
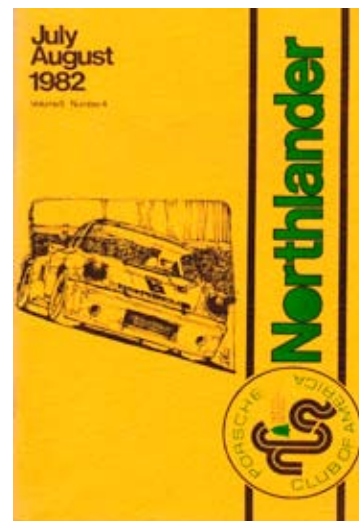
July/August 1982 had some nice graphics from our Region logo designer, Tim Bent, now in Metro NY Region. The articles however, just don't have that timeless element I look for for this column. What did strike me about both this and the 1992 issue were the number of active members either written about or writing articles in these issues who have passed on and are no longer with us: Mike Amalfitano, Rob Morse, and Doug Hendrickson. Even my Membership column in the 1992 issue mentions a long time member (1979) who was killed in early June when his car collided with a moose in Vermont (Bob Petelle). For me, this is a sad review month.

1982 had an article about the 48 Hours of Watkins Glen by Dick Currier and Lauri Snow. NCR apparently had its largest showing to date for that event – some 16 members/family members. It was also a grey weekend, like so many can be at the Glen, but it doesn't detract from the joy of that track.

1992 saw the *Northlander* at its largest to date for that time (some 36 pages plus cover). Editor, Doug Hendrickson, was overjoyed to have received articles from a broad selection of the membership and even had to delay publishing some submissions due to size limitations. From his editorial we were getting help with newsletter pickup and mailing while we headed for San Diego in the 911SC for the 1992 Parade. Twenty-three days, 6500+ miles and a stop in Yellowstone on the way back – what fun we had. There were a number of post event articles covering the Zone 1 Concours and Swap Meet (no rally back then), track events and the Loon Multi-Event Weekend – imagine an autocross in the Loon parking lot combined with a Rally and a Tech Quiz.

The article I'll reprint here is an article on tire pressures and performance driving from the July/August 1992 issue. I'll also share the graphic from Tim Bent in 1982. By the way, he later built his 911 Speedster, long before Porsche did, out of his old Targa, and it looked very much like this drawing.

From Volume V, Number 4, July/August 1982





TIRE PRESSURES AT THE TRACK
LINDA MORSE, Track Chairman



Cars handle differently from one to another for many reasons - engine placement, suspension settings, weight distributions, etc. There are a few basic adjustments that can help you extract the best performance from your car. The most important one of these is tire pressure. Conditions on a racetrack are far more severe than on the street. Speeds are higher and cornering forces are much greater. Tire pressures must be adjusted to let you use your rubber to its greatest potential. Because tires are not rigid they conform to irregularities, absorb shocks and flex during cornering. Under hard cornering on a racetrack, a street tire at normal pressure often will roll over onto

its sidewall. Not good! Under such circumstances, higher pressures will allow the tire to withstand greater cornering forces without rolling over, thus maintaining the largest possible contact patch.

So how do you determine if you need more air? Using tire chalk or white shoe polish, mark your tires at three or four places around the circumference where the tread meets the sidewall. Go out for a run session and then check the tires. If the marks have been scrubbed away down onto the sidewall, add a few more pounds of air. If the marks go to the edge of the tread, you're fine! But, if they haven't been scrubbed off well into the tread, you're probably using too much air and need to bleed some off. Remember - when adjusting tire pressures don't take quantum leaps. Adjust in increments of two to four pounds. A little can go a long way. You need only enough air to make the most use of your contact patches. Too much air actually reduces the contact patch by bowing the tread, reducing the patch to a small area in the middle. Use air wisely.

Once you've established a baseline air pressure for the weekend (and it may vary from track to track) you may fine tune the front/rear pressure differential to help balance the car's handling. To correct an understeer problem, pressure should be biased toward the front to allow for better grip. This can be accomplished either by adding air to the front tires or by bleeding air from the rear (but don't do both at once). Conversely, if the car tends to oversteer, add more air to the rears or bleed it from the fronts. Remember to adjust just one end of the car at a time and only in increments of two to four pounds. Drive the car in the next run session and see if its response improves before making more changes.

Folks are often inclined to improve their cars before coming to the track doing everything from changing computer chips to modifying the suspension. If you're just starting out - don't mess with it! Beginning drivers are easily influenced. They see ads for aftermarket accessories promising great speed. They talk to other drivers about the latest go fast add-ons. They buy all these things, affix them to their cars and find themselves no faster on the track than before. Why? Because even if the changes are valid, the driver's often don't possess the skills and experience to turn the modifications into advantages.

So if you're just starting out, relax. Learn to drive the car just as it is. After a season of experience, you'll start to be comfortable with its characteristics and be able to make a rational decision regarding modifications. Spend your money on gaining more experience on the track. That experience will help you far more than all the goodies in somebody's catalog.

Zone 1 Concours

May 19, 2012

Story by Judy Hendrickson

Photographs by Judy Hendrickson and Jay Gratton



The photograph above was taken by our President, Jay Gratton.

Jelly Bean won her People's Choice class for 1990-1998 911's.

Donna and John Paterek won 356 People's Choice with their Ivory 1962 356B Cabriolet.

The mint green 968 cab (behind the 928 in the above photo) is one of only 4 in world of that color.

The orange 914/6 (top of page 15) belongs to Jim Smith who was a charter member of NCR and our first Northlander Editor. Jim started the newsletter winning tradition by winning 1st in class his first year out.

The yellow 991 (on page 15) is Charlie and Martha Dow's new car.

There were 77 cars at the show.

The red 928 was the only other NH registered car that we saw.

Mike, Jim and Jay Gratton and myself were a Full Concours Judging team ... judging 356, 914/912 and 944/968 (total of 3 cars each for 9 total).



Photographs in this column, from the top:

Jim Smith's 914/6.
 Jim and Mike Gratton join Judy to enjoy the sunshine.
 Photographs by Jay Gratton.

Charlie and Martha Dow's 991.
 Photograph by Judy Hendrickson.

July 2012

Photographs in this column, from the top:

Class winner Jelly Bean.

Zone 1 Rep, Jennifer Webb presents the trophy to Judy.

Top and bottom photographs by Judy Hendrickson. Center photograph by Jay Gratton.

Berthold Langer Visits in NH

Story and photographs by David Churcher



A happy scene of NCR members socializing. Porsches were involved ... see Hank's right hand.

Berthold Langer is back in the USA and he was in NH visiting with Judy Hendrickson on Memorial Day weekend. A group of NCR colleagues accepted Judy's invitation to come over and visit with Berthold, have some nibbles and sips, and a game of croquet.

Croquet? What's that?

Croquet is a game played throughout the British Empire and taken very seriously by the Brits. The game is played to strict rules and Judy read these rules to the NCR players before the game began. Judy suggested our photographer, who lived many years in Australia and Canada (both were part of the Empire), would just love to play. But no. He's not that British.

The croquet game was preceded by nibbles and sips and the vibrant conversation NCR members like to engage in. Porsches were mentioned. Following the game, which was won by Judy in the late stages from the early leader MAL Hank Cowles, our guest Berthold was pressed into service at the grill. He had previously made the excellent German Potato Salad to go with the wurst and burgers. Judy had made her famous baked beans and a green salad. Hank and Ivy, bless them, had brought along a bottle of Beuhler Estate.

A fine time was had by all and we look forward to Berthold's eventual return to NH and NCR.

It's not just the cars. But you know that.

Photographs on page 17, clockwise from top:

Berthold makes sure Ivy gets the yellow mallet.

Judy reads the rules for Croquet to the players.

Waiting for Hank to enter the play.

Berthold cooks up the wurst and burgers.



24-Stunden-Rennen Nürburgring

Text and photographs from Porsche



After five overall victories in six years, the long distance classic in the Eifel did not run smoothly for the Porsche customer teams at the 40th anniversary. The best-placed Porsche 911 GT3 R, fielded by Frikadelli Racing Team, saw the flag in sixth place in front of a record 235,000 spectators. In contrast, the fastest squad in qualifying, the Wochenspiegel Team Manthey, experienced an exceptionally difficult race with a tragic final moment.

The works drivers Marc Lieb (Germany), Richard Lietz (Austria), Romain Dumas (France) and Manthey-Pilot Lucas Luhr (Germany) crewing the 911 GT3 R of the Wochenspiegel Team Manthey suffered several setbacks over the course of the 24 hours. When rain set in during the night, Lucas Luhr damaged the front of his 911 when he slid briefly off the track. Moreover, the team lost valuable time in the pits because, due to a problem with a sensor, the vehicle sometimes did not start straight away. In the morning came another standstill in the pits because a flat tyre caused the brake line to sever. Still, in the final phase of the race a podium spot was within reach.

Romain Dumas fought off attacks from the trailing Mercedes. Just before the finish line he had to brake because he was several seconds off the 24 hours and he did not have enough

fuel onboard to drive another fast race lap. After crossing the finish line, the engine died and could not be restarted immediately. Unfortunately, another driver did not see the 911 standing on the side of the track and hit the rear at high speed. This meant that the Wochenspiegel 911 could not complete the last lap and hence was not classified.

Klaus Abbelen's (Germany) Frikadelli-Team was thrilled with sixth place overall at the end of a faultless race. "Generally, we just refueled, refilled the oil and water and changed the tyres," summarised the Eifel veteran Abbelen. "Unfortunately we misjudged during the night. We fitted intermediate tyres during a pit stop, but then the rain became heavier and we had to put in another pit stop. That threw us back a lap. But we had great fun and are totally delighted with sixth place." Celebrating the success with him are the three other drivers Sabine Schmitz, Christopher Brück (both Germany) and Patrick Huisman (Netherlands).

The second best Porsche team was Timbuli Racing with another 911 GT3 R. After suffering tyre damage early on and a collision, the rest of the race ran smoothly for Marc Hennerici, Marco Seefried, Dennis Busch (all Germany) and Norbert Siedler (Austria). "We are totally happy with the result," said Norbert Siedler.

The Porsche competing in the less powerful SP7 class also put in a fine performance. First in this category and 13th in the overall classification went to the crew of Kremer Racing with the all-German line-up of Wolfgang Kaufmann, Altfrid Heger, Dieter Schornstein and Michael Küke. The team fielded a 911 GT3 KR, their own construction which is based on a Porsche Cup vehicle.

Timbuli Racing claimed the 16th spot overall. Marc Busch (Germany), Egon Allgäuer (Germany), Karim Al-Azhari (Dubai) and Marco Seefried (Germany) brought the 911 GT3 home safely over the 24 hours. Position 18 went to Manthey Racing with the 2012-spec Porsche 911 GT3 Cup. Sharing the cockpit were Frank Kräling (Germany), Marc Gindorf (Monaco), Peter Scharmach (New Zealand) and Marco Schelp (Germany).

Bad luck plagued the four-man driver crew of Manthey-Racing with works drivers Marco Holzer (Germany), Joerg Bergmeister (Germany) and Patrick Long (USA) as well as the Manthey pilot Nick Tandy (Great Britain). Taking up the race from just 21st, they drove consistently good lap times without suffering any technical hiccups with the 911 GT3 R to move into fifth. They were lying within striking distance of a podium result when Nick Tandy lapped a slower vehicle on the finish straight and was hit. "I was already alongside him when the driver suddenly swerved and forced me into the wall," Tandy said.

After extensive repairs, the 911 rejoined the race but had to retire shortly afterwards when the engine temperature rose rapidly as a consequence of the radiator being damaged in the crash. "That is annoying," said Marco Holzer. "I really enjoyed the race. The double stints during the night were incredibly exhausting but our car ran beautifully. But around the race track there were more 'road works' than on a normal motorway where fences and barriers were being repaired due to the many accidents."

In the early morning hours at 2:30 a.m. the Falken Motorsport 911 GT3 was out. Sebastian Asch (Germany) was in the Flugplatz passage when rain set in and he lost control of the 911. The impact damaged the car so badly that the ambitious squad had to throw in the towel at just on half distance. "Obviously we're disappointed," stated Wolf Henzler (Germany), who shared the Falken Porsche with Asch, Peter Dumbreck (Great Britain) and Martin Ragginger (Austria). "We took up the race from 40th, had no problems whatsoever and were lying within reach of a top ten placing when the accident happened."

Results

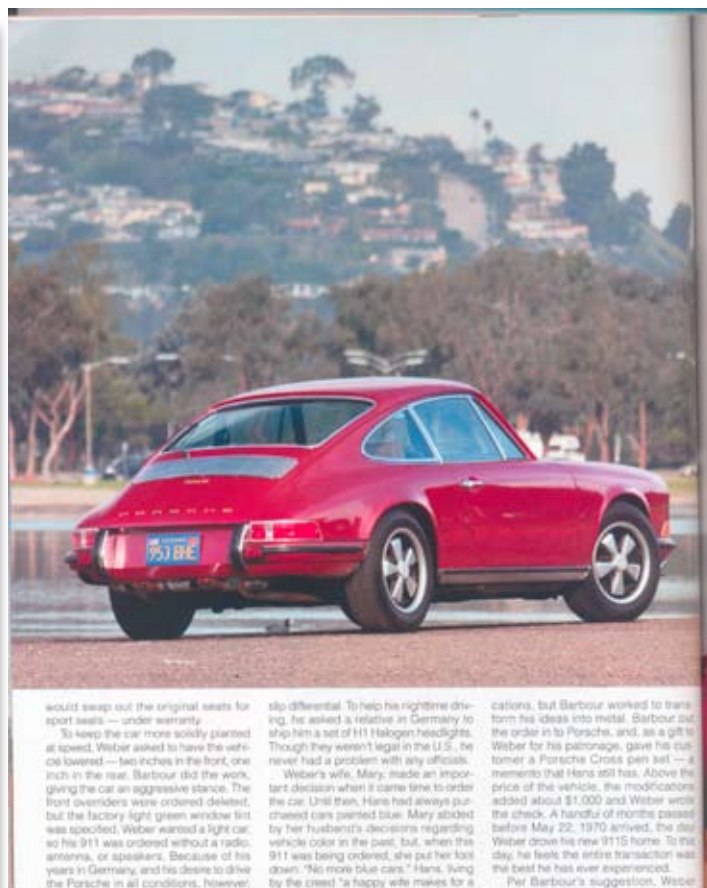
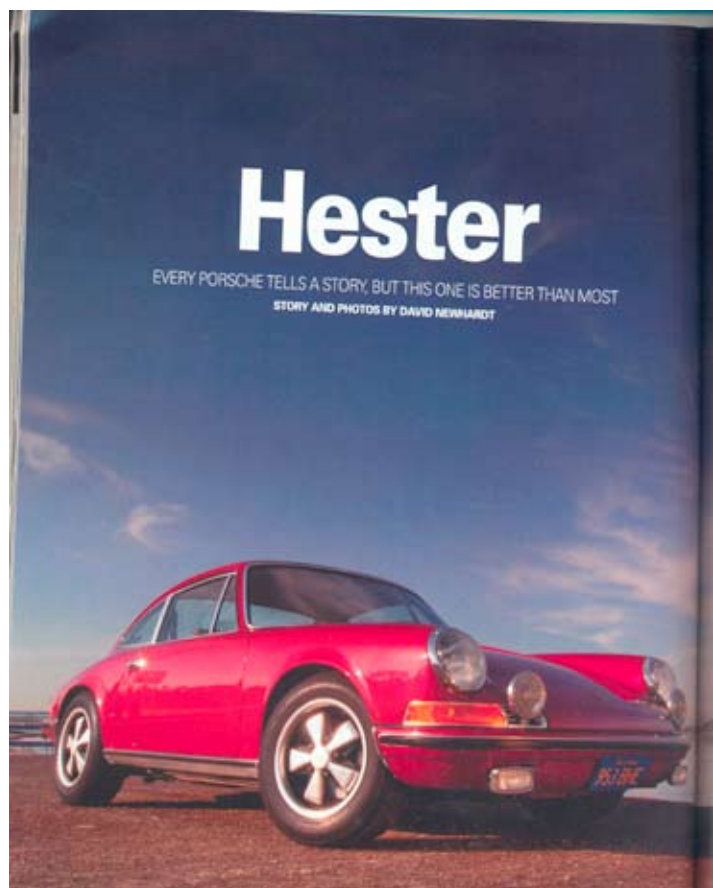
1. Basseng/Haase/Stippler/Winkelhock (D/D/D/D), Audi R8 LMS ultra, 24:00.15.776
2. Mamerow/Abt/Ammermüller/Hahne (D/D/D/D), Audi R8 LMS ultra, + 3:35.383 minutes
3. Frankenhout/Simonsen/Kaffer/Arnold (NL/S/D/D), Mercedes-Benz SLS AMG, + 7:55.733
4. Leinders/Palttala/Martin (B/B/B), BMW Z4 GT3, - 1 lap
5. Fässler/Mies/Rast/Stippler (CH/D/D/D), Audi R8 LMS ultra, - 4
6. Abbelen/Schmitz/Brück/Huisman (D/D/D/NL), Porsche 911 GT3 R, - 4
7. Müller/Müller/Alzen/Adorf (D/D/D/D), BMW Z4 GT3, - 5
8. Hürtgen/Schwager/Bastian/Adorf (D/D/D/D), BMW Z4 GT3, - 5
9. Klingmann/Wittmann/Göransson/Lamy (D/D/S/P), BMW Z4 GT3, - 5
10. Zehe/Hartung/Rehfeld/Bullitt (D/D/D/USA), Mercedes-Benz SLS AMG, - 5



Hester

A story and reprint from Excellence Magazine

By Lew Surdam



Intro by Lew Surdam

A few months ago I was having dinner in Boston's North End with fellow members of an advisory committee from the North Bennet Street School. A new friend, Don Mannino, turned to me and said he had heard I was into Porsches. I confessed and was mighty surprised when this mild mannered technician from Kawai Pianos said his brother-in-law, Hans Weber, owned a GT2 and had given him a ride in the beast. A few weeks later I received in the mail a copy of an article taken from Excellence Magazine about another Porsche Hans Weber purchased in 1969. Don attached a note saying: "It turns out that the owner of Hans' first 911S is still using it and knew someone who wanted to do an article on the car."

The following is the story of Hester. I'd like to thank Pete Stout, editor of Excellence, for giving us permission to reprint this article (from Excellence August 2008) about an old Porsche with its own special tale.

Most Porsches have a story. The story usually involves a special trip, future spouse, marriage, family or friendship. Occasionally, you hear of the one that got away, a special car that sticks in the mind like taffy between teeth. But you've never read a story like this, one that combines the best of human nature and the best of German sports cars.

It revolves around Hester.

The story begins in December 1969, when a lanky German physicist walked into Dick Barbour's San Diego Porsche dealership to buy a 911S tailored to his needs. Hans Weber grew up in Germany and spent many hours hammering down

would swap out the original seats for sport seats — under warranty. To keep the car more solidly planted at speed, Weber asked to have the wheels lowered — two inches in the front, one inch in the rear. Barbour did the work, giving the car an aggressive stance. The front overriders were ordered deleted, but the factory light green window tint was specified. Weber wanted a light car, so his 911 was ordered without a radio, antenna, or speakers. Because of his years in Germany, and his desire to drive the Porsche in all conditions, however, Weber wanted a car that could handle winter

slip differential. To help his nighttime driving, he asked a relative in Germany to ship him a set of H11 Halogen headlights. Though they weren't legal in the U.S., he never had a problem with any officials.

Weber's wife, Mary, made an important decision when it came time to order the car. Until then, Hans had always purchased cars painted blue. Mary, abetted by her husband's decisions regarding vehicle color in the past, but, when the 911 was being ordered, she put her foot down. "No more blue cars," Hans, living by the creed "a happy wife makes for a happy life," asked her to choose the hue.

Barbour worked to transform the ideas into metal. Barbour put the order in to Porsche, and, as a gift to Weber for his patronage, gave his customer a Porsche Cross pen set — a memento that Hans still has. Above the price of the vehicle, the modifications added about \$1,000 and Weber wrote the check. A handful of months passed before May 22, 1970 arrived, the day Weber drove his new 911S home. To this day, he feels the entire transaction was the best he has ever experienced.

Per Barbour's suggestion, Weber has left the car home to the present.

the autobahn. So when it came to ordering a special car to drive in SoCal, he had specific ideas on how it would be set up. Barbour had earned a reputation on the race course, and used the experience in his dealership to help Porsche enthusiasts get their fix.

Weber wanted his 911S to be able to acquit itself on a slalom course as well as maintain its poise at seriously high road speeds. He didn't intend for his 911S 2.2 to be a primary driver, or even a secondary car. From the onset, it would be a third car, a toy if you will, to be used on weekends and for the annual Thanksgiving trip that he and his wife took to Sedona, Arizona.

He didn't want a vehicle that felt like it had just wandered off of a race track, but he had some strong ideas about how to create an American autobahn cruiser.

He traded a 1966 Shelby GT350 in and sat down with Barbour to build his special 911. Weber wanted wheels wider than what Porsche offered on the 911S, so a set of 15x7 Fuchs -- normally found on 91Rs -- would have to be installed. The wheels the car would come with were 15x6s, and while the wider Fuchs looked exactly the same as the standard "deep sixes," they had a 49mm offset instead of the 23mm of the standard wheel. The result was that the wheels, fitted with spacers and 185/70R15 Michelins, came flush with the edge of the wheel wells. Longer wheel studs completed the early 911S's competition-oriented look.

Auxiliary driving lights and sport seats weren't available, but Barbour worked around that. A set of aftermarket Carello lamps with H1 halogen bulbs were installed. A seating upgrade was handled with another ex-factory solution. Barbour told Weber to drive the car for a couple of months and then bring it back. "We'll find something wrong with the seats." At that point, the dealership would swap out the original seats for sport seats -- under warranty.

To keep the car more solidly planted at speed, Weber asked to have the vehicle lowered - two inches in the front, one inch in the rear. Barbour did the work, giving the car an aggressive stance. The front overriders were ordered deleted, but the factory light green window tint was specified. Weber wanted a light car, so his 911 was ordered without a radio, antenna, or speakers. Because of his years in Germany, and his desire to drive the Porsche in all conditions, however, Weber requested a rear-window wiper.

In order to get the power down reliably, he checked the box for a limited-slip differential. To help his nighttime driving, he asked a relative in Germany to ship him a set of H1 Halogen headlights. Though they weren't legal in the U.S., he never had a problem with any officials.

Weber's wife, Mary, made an important decision when it came time to order the car. Until then, Hans had always purchased cars painted blue. Mary abided by her husband's decisions regarding vehicle color in the past, but, when this 911 was being ordered, she put her foot down: "No more blue cars." Hans, living by the creed "a happy wife makes for a happy life," asked her to choose the hue. She picked Porsche's Metallic Red. Weber was asking for a lot of modifications, but Barbour worked to transform his ideas into metal. Barbour put the order in to Porsche, and, as a gift to Weber for his patronage, gave his customer a Porsche Cross pen set -- a memento that Hans still has. Above the price of the vehicle, the modifications added about \$1,000 and Weber wrote the check. A handful of months passed before May 22, 1970 arrived, the day Weber drove his new 911S home. To this day, he feels the entire transaction was the best he has ever experienced.

Per Barbour's suggestion, Weber brought the car back to the dealership over the summer. The offending seats were removed and replaced by a Recaro racing seat for the driver and a Recaro sport seat for the passenger. Mary liked the car but felt the "2.2" decal in the rear window didn't look good, so it was removed. Over the next few years, other enhancements were installed,

like a 14-inch Jackie Stewart Momo steering wheel costing \$75 in 1974. A new dual-outlet sport muffler was installed in 1976, and Weber felt the increased performance was well worth its \$235.90 price.

That performance ran afoul of the law in November, 1977, when he and Mary were heading out to Sedona for their annual vacation. Like any Porsche, the 911 was happiest at speed. But, on State Rt 67 in East San Diego County, one of California's finest didn't cotton to the velocity this early S was built for and gave a paper souvenir for his trip. In space for infraction was penned "In excess of 100mph." On the way home, a few more triple-digit forays were enjoyed until the engine burned a piston. Weber felt that the mechanical fuel injection, set up for California emission regulations, ran lean. The car was left at Barbour's shop, where Dennis Sherman repaired the engine under warranty.

The clutch was replaced with a new and improved unit. After the repaired engine was installed, Weber and Sherman hooked up a gas analyzer and ran the car up to 130mph on Interstate 8 to ensure the air/fuel mixture was correct. Leave it to a physicist...

In 1976, Weber bought another Porsche, this time a 911 Targa, and made a decision to put his 1970 911 up for sale. An ad was run in the newspaper, and soon Frank Engfelt called. He came over to Weber's house, test drove the car, wrote a check for \$6,000, and headed home with his purchase on April 28, 1977. Engfelt, a law professor at the University of San Diego, appreciated special machinery and drove off as a man very happy with his purchase.

In the classroom, Professor Engfelt specialized in teaching contracts, criminal law and procedure, trusts, commercial codes, and conflict of laws and remedies. But he had a sense of the dramatic when he gave the trick 911S a name - Hester. Engfelt had named it after the character Hester Prynne from Nathaniel Hawthorne's novel *The Scarlet Letter*, and called the car his "red S."

Fast forward to the 1990s, when one of the student organizations on the USD campus was putting on a fund-raiser each year. The group would solicit donations from the faculty in the form of time spent with the instructor in a non-classroom setting. It might be a game of tennis, lunch, or a ride on a sailboat. Professor Engfelt would donate a ride in Hester along with lunch. One student of Professor Engfelt's, Donald Mayes, bid for the Hester ride each year, always entering a high enough bid to ensure he would win.

Mayes enjoyed his classes with the professor, who could be outspoken, cynical, and to the point. He was Mayes' favorite instructor. As Mayes continued through law school, he would continue to post winning bids for the day with Hester and the professor. The first year, the pair drove out to Bates Nut Farm, a popular destination in East San Diego County accessed by beautiful two-lane roads seemingly built for a Porsche.

... continued on page 38

Porsche Claims Podium Spot at the Le Mans 24 Hour Race

Story and photographs from Porsche

Less than four minutes were missing for Porsche to clinch its 99th class win at the Le Mans 24 Hours. With the Porsche 911 GT3 RSR fielded by the IMSA Performance Matmut team, Frenchman Nicolas Armindo, Raymond Narac and Anthony Pons had led the field just a few laps before the flag dropped on the 80th running of the long distance classic in the Sarthe. But in the final minutes, tyre damage robbed the 2011-spec 911 of all hopes for victory. Nevertheless, the joy over second place was huge for the French Porsche customer team.

“For our team and partners, Le Mans is the most important race of the year,” said team owner Raymond Narac. “To have finished second with such a great team effort is a success that we will all savour for a long time. Thank you also to Porsche for the unbelievable support.” Nicolas Armindo said, “We focused all our work on this race. Achieving class victory at the dress rehearsal in Spa was wonderful, but it’s nothing compared to the feeling of climbing the podium here in Le Mans.”

Other Porsche teams had less luck this time on the legendary Circuit des 24 Heures. In the GTE Pro class the race was over during the night for the two Porsche 911 GT3 RSR fielded by Flying Lizard Motorsports and Felbermayr-Proton. Porsche works driver Patrick Long (USA), who shared the Flying Lizard 911 with his German works driver colleagues Joerg Bergmeister and Marco Holzer, slid on gravel, which another vehicle had just spread on the track in the first chicane, hit the stack of tyres and retired after 114 laps. “I didn’t have a chance to bring the car safely back to the pits,” he said. It was not the first problem that the number 80 vehicle had to contend with in Le Mans. In the first race lap, a broken shock absorber cost several positions, and later tyre damage caused even more time loss. “The race wasn’t going well for us right from the start,” said Joerg Bergmeister. “Still, we kept fighting. You never give up in Le Mans, a lot can happen here right to the end. It’s just a shame we couldn’t finish the race.”

The unexpected early retirement of the Felbermayr-Proton Porsche 911 GT3 RSR in the GTE Pro class came after 184 laps when Marc Lieb (Germany) came to a standstill on the infamous Hunaudières straight with gearbox damage. “I wanted to shift up but couldn’t get any gears in,” said Marc Lieb, who at the time was running in fourth place with his works driver colleagues Richard Lietz (Austria) and Wolf Henzler (Germany). The trio had won in Le Mans in 2010. “It’s such a shame we couldn’t take home points, especially at this race. Up until our retirement we were running really well. We experienced a few hiccups along the way, but mostly things were good. A podium result would have been possible.”

In the GTE Am class, Porsche had another iron in the fire for 17 hours with last year’s 911 run by Felbermayr-Proton. Team owner Christian Ried (Germany) and his Italian teammates Gianluca Roda and Paolo Ruberti, class winners of the season-opening round in Sebring, were running a promising fourth in the race. But after 222 laps, the Porsche Cup winner Gianluca Roda had to park the 911 trackside without any drive. However, Porsche works driver, Patrick Pilet (France) and Americans Seth Neiman and Spencer Pumpelly secured fourth place with the Porsche 911 GT3 RSR fielded by Flying Lizard Motorsports. Taking up the race as pole-sitters in their class, they could defend their top position in the early phase of the race, only to be temporarily thrown out of the top ten after a journey into the gravel.

“First and foremost, thank you to all the teams and drivers for their superb effort,” said Porsche Head of Motorsport, Hartmut Kristen. “Regardless of the result, we must analyse the race so that we can talk to the authorities of the WEC about a more balanced grading of our cars in the GTE Pro class for the second half of the season. We will also immediately begin preparations for the next races with the teams, as the championship classification is still open. We look forward with optimism.”

Round four of the World Endurance Championship is run on 26 August in Silverstone/Great Britain.

Result

GTE Am class

1. Bornhauser/Canal/Lamy (F/F/P), Chevrolet Corvette, 329 laps
2. Armindo/Narac/Pons (F/F/F), Porsche 911 GT3 RSR, 328
3. Krohn/Jonsson/Rugola (USA/S/I), Ferrari F458 Italia, 323
4. Pilet/Neiman/Pumpelly (F/USA/USA), Porsche 911 GT3 RSR, 313
5. Belloc/Bourret/Gibon (F/F/F), Chevrolet Corvette, 309
8. Daniels/Palttala/Camathias (GB/SF/CH), Porsche 911 GT3 RSR, 290



Porsche 911 GT3 RSR, Flying Lizard Motorsports: Jörg Bergmeister, Patrick Long, and Marco Holzer.



Porsche 911 GT3 RSR, IMSA Performance Matmut: Nicolas Armindo, Raymond Narac, and Anthony Pons.

Make-A-Wish 2012 DE Season Opener At NHMS Smiles and Sunshine – there is nothing better!



Story by Ivy Cowles

Each year North Country Region's Charity Chair, Driver Education staff, instructors and members set aside a special day at New Hampshire Motor Speedway for the children and families of the Make-A-Wish Foundation. The objective is easy: to help raise funds to fulfill the wishes and dreams of children with life-threatening medical conditions and, in the process, make real the opportunity for them to spend time in a 'race car' at a track.

As a region, we try to think outside the box and add a special something for those less fortunate than ourselves. So many of us are blessed in our daily lives and are lucky to be able to enjoy each and every day of that life. Sadly, however, there are children, families and caregivers who struggle each day with problems and conditions few of us could ever imagine. So for this one day, this brief moment in time, our Make-A-Wish event is our effort to make these children and their families forget their worries and bring lots of smiles and excitement to their faces. If we can do that we feel we have reached our goal. And this is the most gratifying part of our MAW day. The smiles, the glow, the excitement, and of course sharing in the fun. There is nothing better than seeing that joy, helping to bring that thrill, in a person. And for the drivers, and the volunteer helpers, the combination of broad grin and the taste of a tear are universal emotions. So yes, we want to raise as much money as possible, but delivering smiles and excitement for these children is goal number one.

I agreed to take over as Charity Chair at the end of 2011, following two who set the bar high – Paul Tallo and John Dunkle. I began with an early contact to Donna Parker and her New Hampshire Make-A-Wish team. The excitement of this event is contagious, and I am not sure who was more excited at the announcement of the 2012 event, Donna or me. It is always exciting when all the children arrive knowing you will put a smile on their face. And for a second year, the event was expanded with inclusion of Jaime Gratton's Dream Catchers, another worthy cause in quest of fulfillment of children's dreams. We look forward to seeing that bus arrive. Thank you Jamie!

Excitement and anticipation of the event had been building for months, and was on the kids' minds well in advance.

June 9th was set as the date, and what a day it was. The planning started months in advance with flyers, pit passes (so the kids feel like they are at a big car event), and other prep work. There were emails and phone calls right up until the last minute.

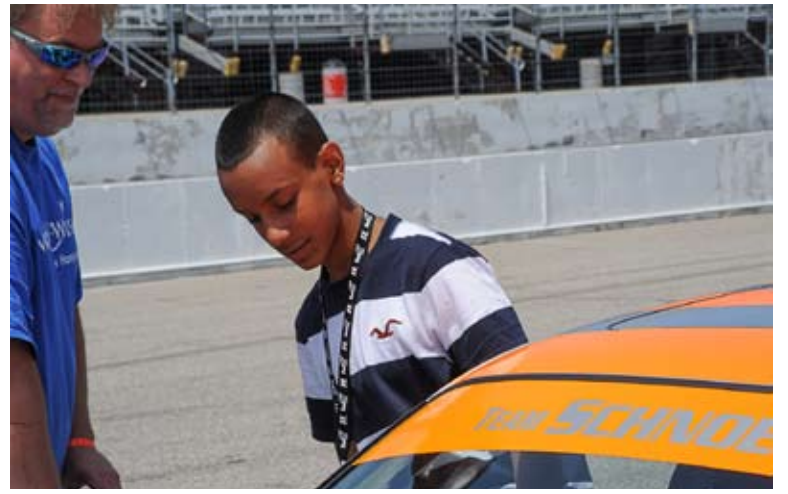
Two weeks previously I had received a phone call for information regarding our Charity laps and MAW event from 'John' from New Bedford, one of the Cobra Car Owners Club/Factory Five group. John asked if he might participate in the event, and said he would encourage others Cobra owners to attend as well. His enthusiasm and excitement just jumped right through the phone. He indicated that he had already begun soliciting collections for the cause. 'Out of the blue'...how spectacular is that? The giving ...the caring...

... continued on pages 29 ~ 31

The July color and fold out pages are photographs from NCR's two major events in June. The two full page shots are from the Make-A-Wish and Dream Catcher weekend at NHMS. The donations raised by NCR for the charities proves again it is not just about the cars. On that point: was it the Porsches or the Cobras? We won't discuss this in detail but the Cobra presence was really appreciated.

The fold out page ... you have noticed our recent issues have a fold out, yes? ... is a shot of Lisa waiting to start at Autocross #2. Or, to use Joe's term "Watercross #2". The starter is Rob and the look on his face says it all. No caption really needed for this photograph.

Photographs by David Churcher.











Above: That is Russ Martorana, an NCR Instructor, and he is driving Zoe Kelliher's beautiful 2011 GT3RS. And he is taking the photographer for three laps. The photo below is one of the on track shots. Thanks Russ, thanks Zoe.



Make-A-Wish

... continued from page 24

I knew the kids would love to ride in those cars along with the Porsches. Yes, the Cobras are not Porsches but yet beautiful cars for sure. After all it does not matter what type of car we drive, it is all about the people and the common interest we are sharing. Also attending with the Cobra group was John Trindade – mentioned above (Red Cobra), John Fournier (“two tone” well track worn grey Cobra) and Harvey Richardson with the Blue Cobra and the cap. Another sought out car was the Ultima owned by Roe Cole from Kittery. Heck even I was disappointed I did not have the opportunity to ride in these cars, I suspect they know they owe me those rides and it goes without saying. Right guys?

One of our very own members Ron Hirschberg was driving a Corvair Stinger – another eye catching car that the kids loved. Ron too was very enthusiastic regarding the MAW event and brought along what I consider all of NCR's new friends. Ron – thank you for getting the word out to all the Factory Five gang.

I wish I had enough time and pages to note each and every driver but I cant – David and Tracey would need another 42 pages for that. To all you drivers that participated in one way or another, thank you so very much for this giving of your time, gas, tires and you!

There have been many emails floating about regarding the great time many had. Some of the comments were as follows:

I can not tell you guys how much fun I had.

This was the best event I have ever taken part in.

I will miss every open house if I have to make this.

I am over whelmed with emotion just thinking about some of my co-pilots.

They are truly inspirational. That's all I can say without starting to cry.

There are many more comments and pictures of the event, be sure to visit these sites to check them out:

<http://www.ncr-pca.org/coppermine/thumbnails.php?album=240>

<http://www.ffcars.com/forums/43-off-topic-discussions/292212-best-day-cobra-any-car-related-event.html#post2670411>

Of course non of this would be possible if it was not for all of the volunteers helping out that day, Donna Parker and the MAW group, all the DE team, Jay and Jaime Gratton, John Fusco, Miriam Dunster, Paul Tallo, Toni Surdam, Biff Gratton, John Dunkle, and wow...the list could go on and on. Thank you everyone that participated and helped out. Thank you. Oh, and a special thank you to John Lussier for having the discipline to throw the checkered flag – without that, we might still be circling the track. (- ;

The Make-A-Wish event is something that is very special to me. There is nothing more rewarding than the smiles on the children's faces when they pick the car out that they want to ride in, and then really get to ride in it. Not only to ride, but to ride on a real racetrack! The pit passes dangling from their neck all shiny and bright, their eyes looking up at you twinkling with excitement. These kids felt like celebrities and certainly deserve to be treated as such. It was their day and nobody else's. They were ecstatic and seem to forget any worries they may have for a few moments. The line of many cool looking cars was a site to see as well, to know all of them were there to put a smile on a child's face and on their parent's face as well. There were 60 children consisting of MAW kids and Dream Catcher kids and their families that participated. There are many faces and names I will always remember, some returning from the last few years' events, and others we were hoping would attend but did not get to see. The hugs received are worth more than any amount of money in the world. Jaime in the 'Gratton-mobile' singing with her passenger all the way down the main straight was unforgettable! Just plain special!

A day of raising much needed funds for the MAW, a day ending with 60 kids smiling, and many cars to drive those kids around. If only time could stand still, and the event could continue...I am so lucky to be part of this event and consider it a privilege. It was a great day when we are able to put our love of cars, Porsches, (and many new models and makes) and a little love together to make a difference for someone. We've been able to accomplish all of that with our Make-A-Wish Charity laps.

Now we begin planning for next year. We look forward to seeing you all there!

Thank you again to the DE Team for a spectacular first event!



Ivy is all smiles ... and justifiably so ... she organized a super day and provided a lot more smiles too.



Clockwise from top left: The hands tell the story ... this is going down into the bowl, perhaps? Which kid had the most fun ... the passenger, the driver, or the photographer? Jim Gratton was having fun too. And ... who are these silhouettes? Posing for the camera ... John Dunkle and Jay Gratton.

NCR people make really great photo subjects.

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North Country Region - Porsche Club Of America - Annual Porsche Car Show

Benefits The Make-A-Wish Foundation of New Hampshire



Sunday July 22, 2012 - 10 AM

Porsche of Stratham – 60 Portsmouth Avenue Rt. 33 Stratham NH

Registration begins at 9 AM

Enjoy the fun and help grant wishes for children with life threatening illnesses.

DJ Michael Guyre of Audio Events will be providing the music.

Kathy's Kitchen will be serving up a delicious lunch.

Special Thanks to Porsche of Stratham for sponsoring the event.

For more information please contact Concours@pca-ncr.org

Autocross (Watercross) #2

June 2, 2012

Story by Joe Kraetsch, NCR Autocross Chair



Akira's 904 replica zips between the rain drops. Some of those drops landed on the Nikon's lens. Nice emphasis :-)

June 2 was our second autocross of the year and the second time the weatherman showered us with a wet forecast. The ugly forecast did not keep the real drivers or sailors away. We defied the weather gods and had another successful regatta. Porsches are wonderful driving vessels in the rain. Scruffy and Chris set another great rain course for us to practice our tacking and jibbing. We had some startup problems due to wet connections in one of the wireless timers but I reprogrammed our spare unit, we checked the rigging, and we were underway just a few minutes behind schedule. Somehow it even rained inside the timing tent but we managed to keep the equipment dry and it worked flawlessly all day. We did our normal four morning runs and another four afternoon runs and were done before 3:00. Then we headed to the nice dry Billiards Cafe in Ayer to give out the awards. Ed Moschella took top time in the morning session. Rob MacAlpine had the top afternoon time. Ed took both FTD and top PAX for the combined results. Was he flying a spinnaker on that Cayman R sloop?

Mark Schnoerr and his lovely wife Sigrid are leaving us and moving to the Lone Star state (they don't get as much rain there). Thank you Mark for your contributions as Novice Captain over the years and thank you Sigrid for your perennial services as our starter. You will both be missed by everyone. Ollie Lucier is taking over as Novice Captain and Chief Instructor. Tom Pelton has joined the staff and will be taking over Ollie's timing duties.

Once again a big thank you to all participants for keeping the event running smoothly: from my staff to the workers who shagged cones in the rain again to all the new novices who left with big smiles on their faces. Our next autocross is Saturday, July 21. Hopefully, the equipment and the skies will all be dried out for that event.



From the top:

A very wet drivers' meeting.

A red Porsche makes a bright spot in a gloomy day.

Surfing? Sailing? Aquaplaning?

No it is not Queenie. That is Suzi with a Queen Elizabeth II designed broly.

NCR Autocross #2, June 2, 2012

N:Novice Porsche

			AM	PM	Total	PAX	
1	S8	Constantine Brocoum	2007 997 C2	76.262	75.571	151.833	126.021
2	P9	Eric Wickfield	2011 911 Turbo S	75.604	71.348	146.952	127.113
3	S4	James Trenz	1993 968 Cabriolet	79.722	78.302	158.024	127.367
4	S5	Giovanni Cicconi	1987 911 Carrera	82.365	79.682	162.047	130.609
5	S8	Samuel Romero	2009 911 4S	90.465	78.703	169.168	140.409
6	P5	Aerin Hohensee	1991 964	96.697	85.213	181.910	151.531
7	P4	Kristin Allen	1990 944S2	98.584	92.144	190.728	158.876
8	P5	Bill Matott	1986 911 carrera	DNF		DNS	DNS

1S:Strict Stock 1-6

			AM	PM	Total	PAX	
1	S6	Mike Stukalin	1995 993	70.702	67.273	137.975	112.587
2	S6	Ernest Grasso	2001 Boxster S	72.546	70.062	142.608	116.368
3	S1	Jack Goudreau	1976 912E	79.536	79.142	158.678	122.658
4	S6	Jack A. Saunders	1990 944S2	93.052	88.601	181.653	148.228

2S:Strict Stock 7-9

			AM	PM	Total	PAX	
1	S8	Ed Moschella	2012 Cayman	64.497	65.647	130.144	108.019
2	S7	Andrew Kessel	2006 Cayman S	68.016	65.176	133.192	108.817
3	S7	Apolinaras Sinkevicius	2007 Cayman S	69.480	68.298	137.778	112.564

A:Production 1-2

			AM	PM	Total	PAX	
1	P2	Joe Kraetsch	1988 924S	70.354	68.723	139.077	114.738
2	P2	Bill Aubin	1984 944	74.706	71.469	146.175	120.594
3	P2	Lisa Roche	1988 924S	75.462	72.192	147.654	121.814

B:Production 3

			AM	PM	Total	PAX	
1	P3	Chris Darminio	1976 914	71.903	68.338	140.241	116.820
2	P3	Mark Schnoerr	1974 914	71.110	69.776	140.886	117.358
3	P3	Sigrid Schnoerr	1974 914	71.272	70.857	142.129	118.393

C:Production 4

			AM	PM	Total	PAX	
1	P4	Oliver Lucier	1998 Boxster	68.736	65.863	134.599	112.121
2	P4	Neil Halbert	1990 944S2	72.304	69.137	141.441	117.820
3	P4	Georges Rouhart	1993 968	73.134	70.359	143.493	119.529
4	P4	Brian Halbert	1990 944S2	80.255	73.228	153.483	127.851

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D:Production 5			AM	PM	Total	PAX
1	P5 Reid Van Gorder	1990 964	67.712	66.642	134.354	111.916
2	P5 Robert Canter	1984 Carrera	72.022	69.525	141.547	117.908
3	P5 David Berman	1985 911	71.800	71.321	143.121	119.219
4	P5 Chris Ryan	1984 911 Carrera	73.023	72.205	145.228	120.974
5	P5 Jeff Johnson	1987 911 Carrera	74.062	73.154	147.216	122.630
6	P5 Paul Hohensee	1991 964	75.728	74.059	149.787	124.772
7	P5 Kristin Larson	1985 911	79.066	73.585	152.651	127.158

E:Production 6-9			AM	PM	Total	PAX
1	P8 Thomas Pelton	2004 GT3	69.295	66.209	135.504	116.262
2	P6 Jeremy Mazzariello	2007 Cayman	70.811	68.619	139.430	117.539
3	P9 Mark Dudek	2010 GT3RS	72.235	68.925	141.160	122.103
4	P8 Michael Bickford	2010 GT3	74.421	68.476	142.897	122.605
5	P8 Susan Kelley	2007 997 C2S	77.272	72.697	149.969	128.673
6	P9 Charles Stromeyer	2010 GT3 RS	83.730	71.256	154.986	134.062

R: Race (Improved & Modified)			AM	PM	Total	PAX
1	I4 Neil Schelly	1988 911 Carrera 3.2	71.016	73.228	144.244	125.780
2	M4 Akira Mochimaru	2009 904 Replica	81.369	78.811	160.180	146.244
3	I5 Stephen Lefebvre	2007 Cayman S	66.063	DNF	DNF	-

Z:Novice non-Porsche			AM	PM	Total	PAX
1	STU Stephen Allen	2011 Camaro 2SSRS	87.869	78.808	166.677	140.175

X:Non-Porsche			AM	PM	Total	PAX
1	STF Brian Kuehl	1990 Honda Civic	69.481	67.320	136.801	108.620
2	STF Don Kuehl	2008 Honda Fit	70.281	68.375	138.656	110.092
3	STS Rob MacAlpine	1992 Mazda Miata	68.349	65.084	133.433	110.349
4	STX Dan Pearce	2008 Mini Cooper S	69.214	67.091	136.305	112.042
5T	STX Audra Tella	2005 Mini Cooper S	70.100	67.435	137.535	113.053
6	CS Mark Chambers	1999 BMW M coupe	70.307	66.241	136.548	113.744
7	CS Rob Saporito	1999 Mazda Miata	71.428	66.426	137.854	114.832
8	BS Matt Thompson	2011 BMW Z4	68.032	68.334	136.366	114.956
9	STR Daniel Fillingim	1999 Mazda Miata	70.452	68.019	138.471	115.623
10	SMF Read Fleming	2003 Mini Cooper S	70.063	67.725	137.788	117.395
11	ES Bryan Mancuso	1990 Honda Civic	77.013	68.440	145.453	120.435
12	SSM Patrick Heck	2005 Lotus Elise	69.221	69.107	138.328	121.590
13	SSM Mathew Nieman	1996 Mazda Miata	81.139		DNS	DNS



Anyone need some more water?

Hester

... continued from page 21

By the third year, 1996, the professor and the student had become friends. Their last trip before Mayes graduated took them to Palm Springs. After lunch, Engfelt handed Hester's keys to Mayes, and the student enjoyed the Porsche Hans Weber had created so many years ago in a way he never expected to. The professor sat back and enjoyed the ride, as Mayes playfully dived with a Lexus on the back roads between Palm Springs and San Diego. Too soon, the drive was over, Hester went into the garage, and Mayes went on to graduate from law school.

The professor and his former student kept in touch in the years after that and their wives exchanged Christmas cards each year. In 2006, Mayes penned a letter to his former instructor and invited him out to lunch. Engfelt declined lunch, but invited Mayes and his wife to dinner. After the meal, the professor took Mayes' wife to the garage and lifted a car cover to reveal Hester. He suggested Donald and he should take the car out for a spin and lunch, with Mayes driving, since he didn't get behind the wheel anymore.

Mayes called the professor's house a couple of months later to set up a date for an outing, but ended up leaving a message on the answering machine. He didn't get a reply, so he set it aside, intending to contact the professor later. But, on October 2, 2007, Professor Engfelt succumbed to cancer. Mayes attended the memorial service at USD, and thought a cherished chapter of his life had closed.

Imagine his surprise then, when, just before Halloween in 2007, he was contacted by the professor's son-in-law, who wanted to discuss Hester with him. The family had decided that Mayes should have Hester. Mayes offered to help the family find a buyer for the car, but he was quickly set straight. They wanted Mayes to own Hester, at no cost to himself. He would be Hester's third keeper.

Today, Mayes takes Hester out periodically, cruising the same roads this 911 has been driven down since it was new. Mayes' intention is to maintain Hester as she was when the professor treated high bidders to a ride and lunch. In researching this story, I contacted Hans Weber and, one afternoon, Weber, Mayes, and Hester spent an afternoon together, reliving a bit of history. Weber couldn't believe the car was in such wonderful shape, and fondly called Hester his favorite 911. Even so, Weber has a brand-new 997 on order. Once a Porsche owner ...

Hester probably won't see too many dashes beyond the town anymore, but she has touched three men and helped to create a wealth of memories. She brought out the best in a family and a young man who couldn't believe their generosity. As Porsche stories go, you can't ask for more.

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2012 NCR AUTOCROSS SEASON

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June 2
July 21
August 12
August 25-26 Zone 1 Event
September 8



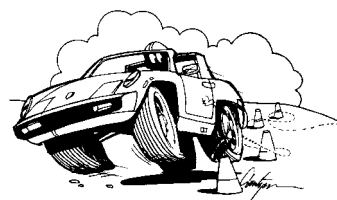
WHERE: Moore Airfield, Devens, MA, State Police entrance off Rt 2A

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

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



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Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region Members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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ISP Motorsports	New Hampshire	603-477-9738
Continental Automotive Repair Service	New York	845-356-2277
Auto Union	Vermont	802-223-2401
Green Mountain Performance Co.	Vermont	802-775-3433
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Renline Inc	Vermont	802-655-5311
The Metric Wrench	Vermont	802-751-8577
Heads Up Motorsports Inc.	Vermont	802-886-2636

This list is dated June 2, 2012



NCR's Winery, Waterways and Chocolate Exploration

What:

We are pleased to announce our second annual winery event, this time with a twist or two. Harv Ames has laid out our route; hugging brooks, streams, rivers and ponds through southwest New Hampshire; where we'll discover "less-traveled" (but not gravel!) bi-ways of the region.

We will wander to a lovely hilltop winery for a private Wine Tasting [including cheese and crackers] plus a vineyard tour, then stop by Walpole, NH where Burdick's world-class chocolates are featured. From there we will continue to a local casual dining spot for a late lunch. We will then skirt the Connecticut River for miles on the way back to the starting point in Hancock, NH.

But we are not finished yet. For those who have the time at the end of the drive, Harv and Doreen Ames invite you for dessert at their home in Hancock.

The end of the route is convenient to routes 101 east/west and 202 north/south.

Cost:

\$15 pp. for the private Wine Tasting and winery tour which will be payable to the winery by each participant.

When:

Saturday August 11, 2012. Gather by 9:30 – 9:4AM. Depart by 10:15AM

Where:

Starting at the Hancock, NH Elementary School parking lot; on the left, two-tenths of a mile north of Hancock center, on Rte. 137. Parking will be around the circle in front of the school.

Registration:

Early entries are encouraged as we need to give the winery a good estimate of the number of attendees and give Harv and Doreen an estimate for dessert. However, there is latitude for later entries if space is still available at the winery facility. Please RSVP your Social Chairperson, Social@ncr-pca.org, with the name of the PCA members and any other family members participating (will you stay for dessert?) by August 3rd. Of course we want to see your Porsche but non-Porsches are welcome.

Every driver and passenger will be required to sign the NCR-PCA waiver before departing on the route.

Miscellaneous:

There may be a bit of an en route "discovery" for those who enjoy watching for and picking out interesting sights along the way. Can you say "photo opportunity"!!!



Editor

... continued from page

soldiers are emailing on a daily basis when possible and they have social media to keep everyone updated instantly without having to take out one piece of paper. But those daily updates, the words of homesickness, details of how the soldiers lived and passed the time, all sent electronically through Cyber Space, how much of that is being saved for posterity? I think very little. Certainly not 13 volumes' worth.

It's so easy to read an email then hit the delete button without thinking any different about it. But the reality is this act of "cleaning the inbox" could be compared to setting a box of correspondences on fire. Once it's gone, that's it. That information is lost, regardless of how trivial one may think of it. Scholars and sociologists in the future may have a surprisingly difficult time piecing together the fine details of daily life in the "Cyber Years" of email and social media due to a lack of saved correspondences. This fact is sadder than the upcoming generation not knowing how to write in cursive.



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fredbussiere@homesofnh.com

Fred 603-235-3579



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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

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.

WANTED: Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

ITEMS FOR SALE:



Cobra Evolution S fixed back race seat with head restraint. Has hole for 5/6 pt harness. We bought this for our Lemon car but due to our love of Chipotle some of us didn't fit. I have a 34" waist and it's perfect. It's a bit faded, not visually perfect but no rips or tears. The bolsters aren't worn. Seat only, no mounting brackets. Awesome seat, incredible amount of support. In Windham NH call Pete 603-505-0910 or email pgr928@yahoo.com

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

NEXT MONTH

Autocross #3

NCR car show at Porsche of Stratham for Make-A-Wish.

Ice Cream run.

PCA Parade ... *Northlander* needs contributions ... please.

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

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

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

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

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



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