

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 4

April 2010

IN THIS ISSUE:

AMELIA ISLAND CONCOURS 2010

MARCH TECH SESSIONS

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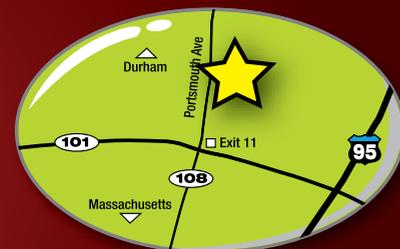


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PORSCHE CLUB OF AMERICA

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April 2010

Upcoming Events

- 5 Calendar
- 20 Matt & Jay's Most Excellent Rambly
- 21 Six Hours of the Glen
- 32 NHMS Laps For Charity
- 38 NCR Speedo Contest
- 45 Zone 1 Autocross
- 46 7th Annual Northeast Exotic Car Show

Features

- 10 The Rolling Chicane
- 12 Looking Back
- 13 Amelia Island 2010
- 18 NCR Tech Session #2
- 19 From The Far Side
- 22 Electric Super Charger
- 24 Porsche 918
- 26 April Centerfold
- 28 Zone 1 Tech Tactics
- 33 Parade 2010
- 50 BTW

Departments

- 4 Board of Directors & Committee Chairs
- 6 President's Message
- 7 Editors' Desk
- 9 Membership
- 11 Drivers' Ed
- 41 The Mart
- 42 Safety
- 48 Business Card Exchange
- 50 Advertisers' Index

On the cover



Amelia Island Concours 2010 was a visual feast for photographers and car enthusiasts. Four of NCR's members were there to enjoy it and to write their stories in this issue of *Northlander*.

This Le Mans winning 917 was one of the last cars to leave at the day's end and made a beautiful picture in the late afternoon sun.

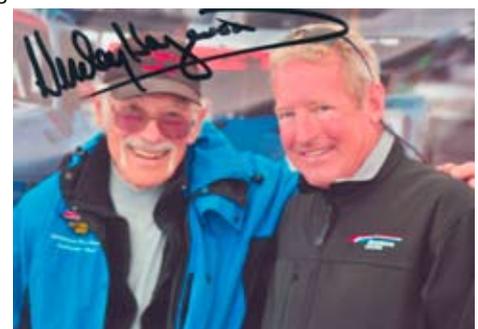
Photograph by David Churcher



13



24



28

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Statement of Policy

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CALENDAR

10

13

April 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
April 10, 2010	1-3pm	Tech Session	Precision Imports	tech@ncr-pca.org
April 13, 2010	6pm	Board Meeting	TBA	president@ncr-pca.org

Please note: calendar information is correct at the time of Northlander going to press but for the latest information you should check our web site: www.ncr-pca.org



Ivy Leonard

It was in a panel format with Derek Bell, Vic Elford, Brian Redman, Hurley Haywood, Charley Kemp and John Horsman. David was in heaven...

Amelia Bound! Florida Crown Region friends, here we come!

Thursday morning March 11th at 5:30am and my alarm clock is saying 'Ivy wake your fanny up it is time to pack.' Yes, alarm clocks say that, or at least so it seems!

After stuffing the alarm beneath my pillow I finally climbed out of bed. Boy was I tired, but still I had to get up to shower and pack. I mumbled something to myself about 'should have packed Tuesday or Wednesday', but those days were past and I guess I had better things to do earlier in the week preparing to leave.

Shower and packing done, Hank (aka MAL – member at large) and I headed off for our 9:30 pick-up of David Churcher. I did not want to be late, and we arrived on time to find David waiting patiently on the curb for us. We headed west from Exeter to Manchester for our 11:30 flight to Jacksonville. Arriving at the airport just after 10:00, it had to be the earliest Hank has ever arrived prior to a flight.

The flights through Baltimore, and an unexpected although apparently scheduled (much to our surprise) stop in Norfolk – it's been some time since I flew a two-stop flight – were uneventful, and only slightly delayed with a final arrival at Jacksonville about 5:45 that evening. It had already been a long day, but we had a few miles yet to travel, as plans had been made to visit one of Hank's old school buddies, Carter Lord and his wife teZa in St Augustine.

Hank's GPS, his Darlin' of the Dashboard, guided us to Carter's home at about 7:30. Carter and teZa were most gracious hosts: the wine and cheese appeared promptly and the stories began. Carter's home is welcoming and comfortable, with walls filled with teZa's wonderful paintings and sculpture. And in addition to a successful career in the aircraft industry, Carter has acted in and produced several films, including his latest entitled

Lithium Springs (<http://lithiumsprings.com/>), and *The Enchanted* (<http://www.theenchantedthemovie.com/>). Lithium Springs has received some excellent reviews and has been hailed as wonderful family entertainment. The conversations continued on our walk through downtown St. Augustine, a fascinating and beautiful city, and on over dinner at a terrific little local restaurant, Casa Maya. Great food, highly recommended if you are in the St. Augustine area. The evening ended with a drive out onto the beach.

Friday morning dawned drizzling and chilly, so we enjoyed breakfast prepared by teZa, and continued our dialogue on everything from national healthcare to how technology has change filmmaking. Our stay with Carter and TeZa was far too short. We were all made to feel right at home, and I cannot wait for the return and next visit – *if you get my drift* (this expression is a "Carterism").

We headed north to Amelia Island Friday afternoon about 2:00, and not a moment too soon as we barely made it to the Ritz Hotel, the site of the Amelia Island Concours d'Elegance for the scheduled 4pm Porsche 917 seminar. What an event! It was in a panel format with Derek Bell, Vic Elford, Brian Redman, Hurley Haywood, Charley Kemp and John Horsman. David was in heaven, and I'm sure he will add more in his column!

After the seminar we paused for a little rest over cocktails and encountered two of our local hosts from the Florida Crown Region, Chuck Morrison and Ed Lustgarten. FCR had welcomed me as one of their own on my first trip to Amelia two years ago, and we have grown to think of them as our Southern Cousins Region. Their fun loving spirit and sense of camaraderie has so much of what we feel makes NCR a great region. I had been in touch with FCR's Ken Perry to let him know we were planning to attend and he arranged tickets and had all we

continued on page 35 ...



Tracey Levasseur

So will Porsche eventually build this concept? Rumor is that the company has never failed to put into production, in one form or other ...

I believe the Geneva Motor Show (GMS) producers to be the cleverest folks. For 105 years (give or take a few skipped years) they've featured the world's most innovative, most significant (and sometimes least significant) and most attractive vehicles at one venue for over a week in early March. For those of us in the northern regions whose car activities are on hiatus from November to April, this esteemed car show is to us what the Home & Garden shows are to the DIYers.

A month before I could actually get my four wheeled toys out of hibernation I received a couple of emails with links to the GMS. Their site, www.salon-auto.ch/en/, includes everything from show site map, schedule of events, manufacturers' names and where their exhibits are located, archives of past featured vehicles and of course photos. If you can't make it to the show this site is the next best thing. It's a gearhead's crystal ball into the future of automotive design and technology.

So I click away, taking my free cyber tour of the GMS. And I'm not disappointed. In answer to the 21st century need to reduce our carbon footprint and wean ourselves off of fossil fuels, most GMS exhibitors featured "green" cars, both in the environmental and literal sense. Even those higher end car makers one would not expect to find dabbling in "compact," "electric" and "hybrid" presented some concepts wearing their respective badges. Alfa Romeo was one maker delving into the depths of hybridization. It revived its Giulietta name, pinning it on a compact, four-door hatchback set to rival the VW Golf. Aston Martin also decided to "downsize" a vehicle for the "luxury commuter car" market with its diminutive Cygnet. Its looks say Smart Car but the AM badge may defeat the purpose of saving money on gas considering how expensive their hand built sports cars are. Lexus and Infiniti, not surprising since they're owned

by Japanese companies, featured hybrid versions of their CT200h and M models respectively. Audi, BMW and VW also dressed up some of their usual gas thirsty models with hybrid drivetrains. However, two car makers' hybrid representatives stood out in the crowd this year: Ferrari and Porsche.

The former presented to the public the 599 HY-KERS hybrid. It's a V12 hybrid with electronics strategically placed all around the car so as to keep it balanced and not lose any space in the cabin and trunk. And although it weighs 80kg more than the gas version it gains 80bhp via the electric motors. "KERS" is a regenerative braking system where the car's kinetic energy is converted to electrical energy that is fed back into the battery when the brakes are applied. Ferrari claims the KERS improves fuel consumption by 36% over the standard V12 engine. Based on this information it's no coincidence that the 599 HY-KERS on display was green rather than testa rosa red.

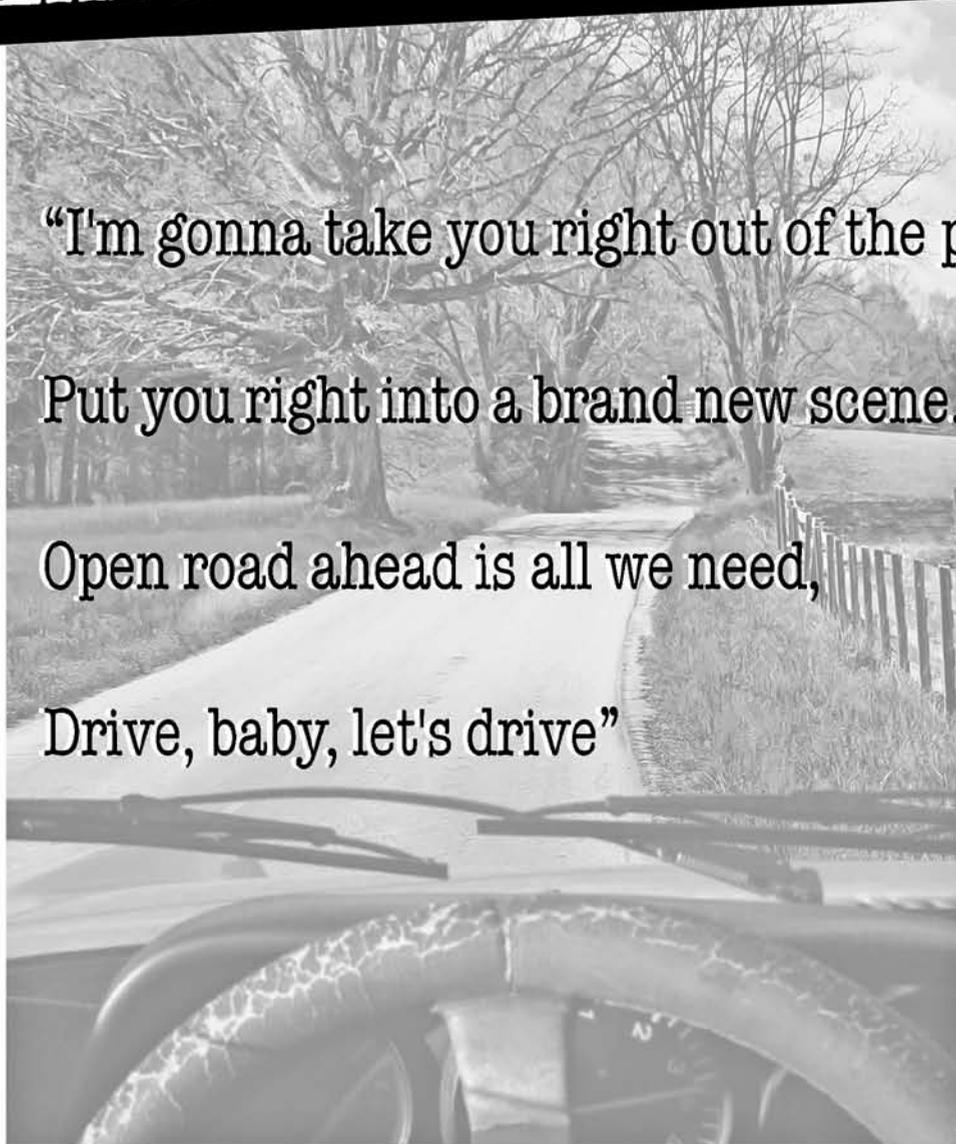
Then there are the hybrid Porsches. Three were on display this year: the Cayenne, the 911 RSR hybrid racer and the 918 Spyder. The 918 Spyder? Looking suspiciously like the GT, the 918 Spyder from the first glance is striking. It's got sumptuous curves, subtle dual exhaust side pipes, two hoods behind the seats which have retractable air intakes and a carbon-fiber rear spoiler that raises at speed. All this wrapped up in a carbon-fiber reinforced plastic monocoque sprinkled with magnesium and aluminum for rigidity. But its specs are awe-inspiring when one considers that this is a hybrid. First, the 918 holds in its midriff a 500hp, 3.4 liter V8 taken from the ALMS RS Spyder. Plus it has electric motors on the front and rear axles (read four-wheel-drive) for an additional 218hp (actually 160 kilowatts). In a hybrid, folks. Porsche

continued on page 46 ...

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Bob & Laura Futterer

New Members:

Chuck J. Carline
Manchester, NH – 2000 Boxster

Dave R. Priebe
Dorinda Priebe
Raymond, NH – 1999 Boxster

Member Anniversaries:

1 Year:

Mark Cressick
Pat Cullan
Nashua, NH – 2000 Boxster

Brandon R. Haas
William Haas
Concord, NH – 2005 Boxster S

Dennis A Mascetta
Pamela Mascetta
Buzzards Bay, MA -- 1996 Carrera /
1987 911

Kenneth L. Peterson
Laura Peterson
Portsmouth, NH -- 1980 911 SC

2 Years:

Patrice Dumas
Line Ricard
Hooksett, NH – 2006 Cayman S

Rita Falwell
Adam Falwell
Atkinson, NH -- 2001 911

Steve Gallant
Joyce Gallant
Harrisville, NH -- 2008 911

Stephen M. Pereira
Donna Pereira
Bedford, NH -- 2007 Boxster

Leon A. Petruccio
Exeter, NH -- 2000 C2

Bruce R. Stocker
Janet Stocker
Barrington, NH -- 2003 Boxster S

10 Years:

Ralph Neff
Oanh Neff
North Andover, MA -- 2000 Boxster

15 Years:

John M. Capron
Stratham, NH -- 1999 Boxster / 1987
911

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



Jay Gratton

THE ROLLING CHICANE

My most recent mistake is something that will require all of your forgiveness...

I have made many mistakes in my life over the years. That shirt I wore in my 8th grade class picture was a big mistake. Putting salt in the sugar bowl on April Fools Day in elementary school didn't go over well either. Looking back on it, I almost wish I hadn't partnered up with my good friend Matt Romanowski on our 1st grade field trip to the Museum of Science because he is still hanging around me 25 years later. While everyone makes mistakes in their lives, it is how we move on and learn from them that really matters and I would like to think that I certainly did that.

My most recent mistake is something that will require all of your forgiveness. As you may recall in last month's issue I spoke about *Jay and Matt's Most Excellent Rally Adventure* which is taking place on May 16th. In the article I spoke about how it was starting in the Dover area and progressing up through Maine while picking up the coastline north of Kennebunkport and progressing up the coast to Portland. While Matt and I did spend an entire Saturday trying our best to find a route that would be deserving for North Country Region, we just could never get a good feeling about what was coming together. So we scrapped it and went back to the drawing board! Clearly I made the mistake here of speaking to soon on the route and for that I offer my sincere apology.

As I stated, Matt and I have returned to the drawing board and we now have a route that we are very pleased with. Matt and I have found some great roads that will take us from our starting point in Newington, NH, and bring us down some outstanding roads to Newburyport, MA, ending at a local restaurant for lunch. Matt and I have even set a goal of at least 40 cars participating in the rally. I have

sent the flier and information out to the other New England Porsche Club regions in hopes of making this a New England PCA rally. Heck, if I have it my way we will have 60-70 cars there!

This past weekend I attended the Zone 1 President's Meeting in Latham, NY with Jaime, She and I had a wonderful time rubbing elbows with fellow Zone 1 members and talking about the upcoming driving season. Zone 1 Representative Botho von Bose shared with us that PCA National is looking to buy property in the DC area that would be better suited for their needs. They are interested in acquiring property that would have ample room and garage space for meetings and tech sessions. They would like to make the office a place that members will visit to see the PCA museum, view literature and listen to guest speakers. There are also discussions about having historical Porsche cars on display there as well from various members for display purposes. The only negative aspect of the meeting was that I was forced to miss NCR's tech session at Blair Talbot's shop, which I am sure was fantastic.

Think spring and next month I will actually have some NCR events to write about for a change!



Mark Watson

While you are arranging for your pre-tech inspection and talking with your mechanic, please ask them to pay special attention to your car's fluid paths ...

By the time you read this article, there will be less than a month before our first event at NHMS. If you still have not registered go the NER website and register for the May 7th date and to the NCR website for the May 8th and 9th dates. If you are an instructor, please register so we can finalize registrations for all the green and yellow drivers. Also, please note that even though NER and NCR co-promote our events, each region independently manages registration, schedules and event activities. If you will be participating in both events (and we hope you are!) you will need an inspection form for each region's event. Ask your tech inspector to complete two forms, one which you will provide to the NER team and one for your NCR team. While you are arranging for your pre-tech inspection and talking with your mechanic, please ask them to pay special attention to your car's fluid paths; hoses, clamps, plugs, etc. There has already been a very serious accident caused by a clamp failure at a PCA held at the Carolina Motorsport Park. Our goal is to provide a fun and safe event to all participants so please do your part to help us achieve that goal. **Let's make a promise to each other to make sure we do not have any spills this year.**

Our May event promises to be very exciting and busy. NER is offering special activities to those drivers new to DE in the morning and instructed driving sessions in the afternoon. The Novice drivers will spend the morning learning how their car behaves under controlled conditions in the upper lot and in the afternoon they will have instructed sessions on the track. For experienced drivers, it is a normal DE event.

We are also having special activities. On Saturday, we are holding our Make-a-Wish charity event. Generally this is a fall activity but May 8 is the only Saturday we have this year. It is always very rewarding to see how the children and parents enjoy our efforts. I think those of us who drive the kids around have just as much fun. Bring some sort of padding to lift the kids up in the seat. They often have a tough time seeing out the car. It is a

great day and a terrific way to start off the season.

In addition, Dennis Macchio will be joining us on both Saturday and Sunday. Dennis is president of Bertil Roos Racing School. He will be conducting classroom sessions and will also be available for private coaching sessions during the two days. Dennis holds an advanced degree in economics and is currently working on his Ph.D. in probability theory at NYU. He began his racing career in 1983 in the Skip Barber National FF Series and has competed and won titles in various SCCA, IMSA, US Pro Formula Ford and SVRA- Vintage Racing series. If you are interested, contact Dennis at roos@epix.net to pre-register or discuss specific questions. You can also make arrangements at the track but pre-registration is preferred. Cost is \$100 a session and includes time for your debrief discussion. Dennis has a long history with NHMS and the Porsche Club, we are fortunate to have him at this event.

If you are serious about high performance driving and improving your skills, it is good to drive at several tracks during a season. The combined schedules of NCR and NER can get you to the following tracks: New Hampshire Motor Speedway, Lime Rock Park, Watkins Glen, Le Circuit du Mt. Tremblant and Calabogie Motor Park. If for some silly reason like a business trip, a family vacation or a wedding prevents you from attending one of our events, look for a similar event sponsored by another PCA region. As a PCA member you are able to register with other PCA clubs and participate in their DE events. Registration requirements vary by region so make sure you understand their system to increase your chances of being accepted into the event.

That's it for now. Make sure your fluid lines get a good inspection and as always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

See you at the track!



LOOKING BACK

Judy Hendrickson

Ninety percent of all Porsche values in a given category can be expected to be below (upper limit) or above (lower limit) ...

Well, last month we talked about snowstorms missing us and pelting the south. Well they did return to us. This past week saw over three feet of new snow fall up at Waterville Valley. There may actually be a chance of good spring skiing this year after all as another storm is due to hit us this coming week. Bring it on, but with a lot less wind this time please. I lucked out in Nashua with no power loss, but many in the state were without power for a prolonged period. The power companies are even saying that structurally, this storm did more damage than the infamous ice storm of two years ago. Let's hope all are back to normal soon.

In perusing the April issues from 1980, 1990 and 2000 I was again struck by how things change as well as by how things that seem like they have always been around actually got started within the span of NCR's existence. For instance, in 1980 they were lamenting the price increase of the Zone 1 48 Hours of Watkins Glen from \$25 to \$45, last year it was over \$200. The PCA Historical Committee was just being formed in 1980, I would have thought it had been around a lot longer. In the 1990 issue there was an article by John Paterek (Northern New Jersey Region and PCA interiors/exterior technical guru) lamenting the "ones that got away" - 904's for \$10,000 in 1972 that by 1990 were \$500,000 and today well over a million dollars. This was brought home to me personally when I recently received updates from the PCA Valuation Chair (Joe Hartman) on three of my Porsches. Michael Bernier, *Northlander* advertiser - Michael Bernier Insurance, had recently contacted me about increasing my stated value insurance with Hagerty on my 356. Michael monitors classic car values and felt that I was perhaps underinsured. That led to contacting Joe for an updated valuation on not only the 356 but also the 914/6 and the 993. PCA provides this valuable service free to its members and it is easy to do - just go to www.pca.org, log in and under Membership, click on the

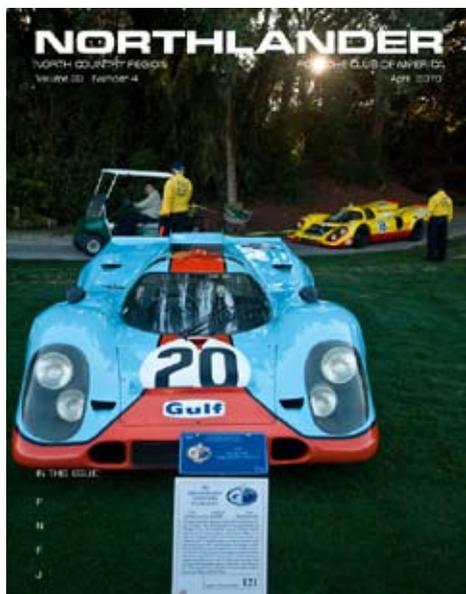
Valuation Program. Once you've reviewed the information there and determined that your car is covered by the program, click on the link to the online Valuation Request Form, fill it in and click submit. In a week or so you will receive your valuation in the mail from Joe Hartman. I was surprised to learn that even in this depressed economy my 1965 356SC Cab, \$4100 new and bought in 1983 for \$8500 is now worth between \$48,530 on the low end, \$113,540 on the high end, with an average of \$81,080. The range on the 1971 914/6 (\$6900 new) was \$18,200-\$38,340 with an average of \$28,270. The range on the 1995 993 C2 Coupe (\$70,000 new) was not so heart warming, but it has appreciated some from past evaluations, a bit lower on the low end, but the high and average prices having increased (range: \$27,270 - \$43,700 with an average of \$35,490). These valuations are based on advertised prices monitored from a wide range of sources: major city Sunday classifieds, *Panorama*, *Hemmings Motor News*, 356 Registry and NADA Blue Book. Ninety percent of all Porsche values in a given category can be expected to be below (upper limit) or above (lower limit). I'll just have to hang on to ol' Jelly Bean until her time comes, waiting has certainly been worth it for the other two. Of course, none of this matters unless you actually sell a car, or heaven forbid, have an actual loss.

While the 356 has been restored the other two cars have simply been maintained with attention to cleanliness as well as service. Thus the reason for my selection of John Paterek's article which was apparently written and sent to all Zone 1 Regions for publication as part of the publicity for the 1990 Zone 1 Concours. This year's edition of the Zone 1 Concours and Rally is May 14-16 at Old Westbury Gardens and mansion in Westbury, NY, see <http://zone1.pca.org/> for details.

continued on page 36 ...

Amelia Island Concours 2010

David Churcher



Two of the alternate covers we also considered ... from the 0715 shoot:

The Le Mans movie 917 is in place while behind it the David Piper 917 is towed to its place.

The Glokler Porsche receives a touch up by its owner.

You might recall in my March editorial I thanked Hank for his two brilliant ideas: first, getting me to agree to the Amelia Island trip, and, second, to the Calabogie/Tremblant trips. Now I must thank him again. This time again for the Amelia idea. And not only for the idea but also for his great Project Management. Of all the motor events I have attended over the years and around the world this one ranks in the top three.

Project Management is not always what one expects. Sometimes there will be unforeseen items and unknowns. For example: you have a photographer on your team. He wants to be on the scene at 0700 (that's military for 7am), and this is after an evening of dinner and wine and conversation. He insists the sun coming up over the ocean will make beautiful light on those wonderful 917s and will, he predicts, make the cover shot. Protests concerning the lost hour due to Day Light Saving have no influence on our photographer.

To make things a little more difficult, photographers do not usually want to hang with the gang. No. Photographers like to boogie off and do their thing. Our NCR group: Hank, Ivy, Miriam, and the photographer arrived shortly after 0700 and the photographer abandoned the gang at 0715. Hank had not even grabbed his coffee.

Just to put a finishing touch on this photography story ... the photograph we chose for the cover was taken at the end of the day, as the sun went down, and the cars were leaving the field. You can't manage photographers.

As I write these lines we have just concluded a round of guessing which of four choices for the cover makes the best choice. Ivy, Tracey, and the photographer, picked the same shot. The one taken at sunset, as the cars left the field. Sorry, Hank. But thanks for the 0700 effort. :-)

Back to the event ... and, as you know, it's not all about the cars. It's the people. And, you know, it is not only Porsche people who make up a wonderful event. For the evening and day before the event Hank and Ivy and I were guests of long time

friends of Hank in St. Augustine. Carter and teZa (yes, that is correct spelling) hosted us to a wonderful meal, a tour of the oldest city in the USA, and to great conversations covering food, art, writing, yoga, travel, and life. Thank you, Carter and teZa. What a treat!

Porsche people do have a big hand in the event too. The Florida Crown Region of PCA carry a lot of the load of organizing the Amelia Island Concours. With all their concours responsibilities they still made time to be hosts to the NCR group and made sure we were able to get on to the grounds at 0700. At the end of the day they were justifiably happy and very tired but insisted on taking NCR to dinner. Thank you, Ken, Ed and Ellen for those 0700 passes.

We attended the 917 Seminar on Friday afternoon. I had failed to do my homework properly so I had the nice surprise of finding John Horsman was on the panel too. John Horsman is the engineer who "fixed" the 917 aerodynamics and is the author of Racing In The Rain. The panel of 917 drivers included Vic Elford and Derek Bell. The three Brits told stories and had digs at each other with typical Brit humor (which is often lost on the Americans) but John Horsman made a point at Vic Elford's expense and it was not lost on the Americans. After Vic had corrected John on which was the fastest of the 917s at Le Mans and noted it was the model he himself was driving, John responded with: "Well then, why didn't you win?" The hour of repartee was just pure magic.

Cars? Oh, yes. Cars and car stories. Just a few.

During the evening before the event Ed Lustgarten mentioned he had arranged for almost all the famous 917s to be in the show but had "failed" to get the Pink Pig. I pondered this for a moment but I was not prepared for the surprise on Sunday morning. Ed had managed to empty the Porsche Museum of all but their Pink Pig. Incredible! And, wonderful.

I overheard some persons discussing the unfortunate loss of Sir Stirling Moss to the event. Last weekend he stepped in to an elevator (lift) in his house ... there was a



Above: Ken Perry of Florida Crown region PCA gets the Royal Treatment from our NCR ladies. If the artsy details of Porsches don't get your attention, the Maserati details will. Photographs on pages 13-16 by David Churcher.

malfunction and the car was not there so he fell three floors and broke both ankles. Clearly these were connected persons and I was thrilled to hear they had conspired to bring Sir Stirling over to the USA in September, just for a social visit and to put his feet up ... at their expense.

Being a "senior enthusiast," cars of the 60s and 70s are special to me. The Birdcage Maserati, and its neighbors on display, had a special place in my heart. The owner of the Birdcage engaged in conversation with stories of the car

and the affection his family has for it. And then opened the hood for me and another photographer to drool over. It was during this conversation the other photographer told the story of attending another concours and while looking over a Ferrari watched with horror as a youngster leaned over it and gouged it with a toy he was holding. Ouch!

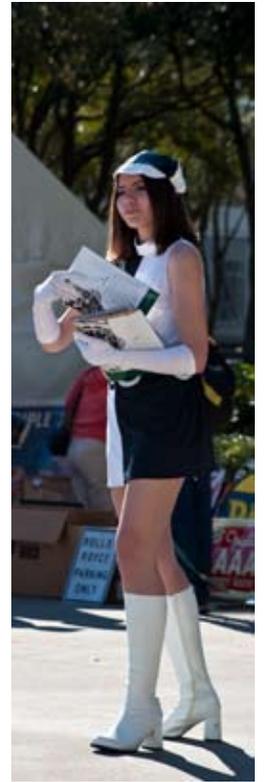
Other cars? Oh yes. The Glockler Porsche, the O.S.C.A 1500 (designed and built by the Maserati brothers), the Jaguars ... C, D, and E, and the Le Mans "Silk Cut"; the

Gullwing Mercedes, and ... Just to share some of these photographs with other enthusiasts we will arrange for a page on the NCR web site.

It was a visual feast and a feast of automotive engineering and styling over the years. The Amelia Island Concours does have "attitude" ... a wonderful attitude. I think I'll go again.

Thanks again, Hank.







The Porsches were, of course, the most beautiful machines but one has to be taken with the jewels from Mercedes, Jaguar, and Bugatti.

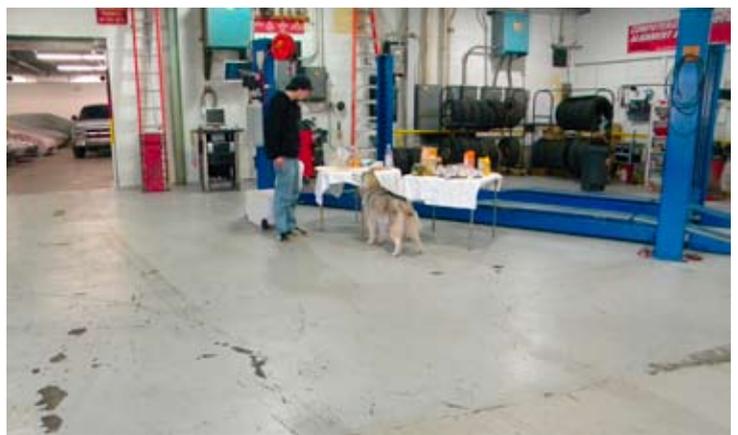


Photographs by Miriam Dunster ... clockwise from top left:

Under the hood of the 917, polishing the jewelry, it's not all about the cars ... there were also motorcycles, a "belly tank" racer arrives, Ivy's favorite car color, another jewel.

NCR Tech Session #2

Larry Synger



Clockwise from top left: Blair begins his technical talk, a removed engine was also a topic for discussion, lunch is served, Blair explaining hose issues. Photographs by Jack Saunders.

North Country Region Tech Session 2, Blair Talbot Motors

March 13 2010

The rain held back for NCR's second Tech session at Blair Talbot Motors while 20 NCR members and 4 guests gathered for an indoor BBQ, chips and dip, Blair's buffalo chicken and some sound technical advice on how to prepare your Porsche for business after winter storage.

We had a PC set up for members to run a GT3, GT2, Carrera GT or Cayman on some of the world's finest tracks like SPA, Laguna Seca, Road America and Brands Hatch.

Blair talked about motor oils and discussed the advantage of changing oil before storage to limit acids and hydrocarbons

in your oil during extended periods of inactivity.

Modern formulas of some oils may not have the mineral bases that some older engines require. Careful considerations of some oil additives may be beneficial to your model. Research and ask qualified Porsche mechanical professionals about your model. Personal research to keep my 1952 Ford 8N tractor running properly guided me to change from a lead substitute additive to Lucas fuel treatment.

The results achieved with clean plugs, no carbon in the combustion chamber and still tight valve guides started me using Lucas fuel treatment in my 3.2 Carrera every fill up.

The new 10% ethanol gasoline will

separate after a short time, fuel stabilizer is required for fuel stored more than 45 days. Keep your tank full to avoid condensation.

This was a great event and I thank all who came out to support one of our best sponsors.

Please join us at Precision Imports on April 10th

Drive safe,
Larry Synger

From the far side of.....



Gary M. Levine

Hark! Hark! The meadow lark!

Several cold months ago my column described my OCD behavior in storing the Cayman for the winter. Well, here we are in April and time to retroOCD. Wake it up and start planning which DE events fit my schedule.

Listed below are the necessary steps to get the Porsche back on the road. These instructions should cover most newer Porsches. Don't ask me how I learned to do it this way!

Notify insurance company to reinstate coverage.

UNCOVER and drool. What a beautiful car!

Fold car cover in thirds and store in a large plastic garbage bag.

Adjust tire pressures back to normal, *before** connecting battery. (I use 30F-36R psi.)

*N.B. If you change any tire pressure by +/- 3 psi *after* the battery is connected, the TPMS sensors will fault and take a long time and several restarts to reset.

If you made the unfortunate mistake of locking the front luggage compartment, (aka front boot or trunk), you will need to "jump" the fuse box below and to the left of the steering wheel, to restore enough IQ points for the hood to open. Once open:

Replace battery, positioning it so that (+) terminal is on the *right!* Tighten battery bracket with a 13mm ratchet wrench. Remember to connect vent tube.

Connect (+) terminal first, then (-) terminal.

N.B. the alarm will immediately sound; cancel alarm with remote.

Use a 10mm box wrench to tighten battery terminal connections.

Unlock door *with key* and readjust seats to their normal position.

Replace registration, documents, owner's manual, radar detector, CD's, umbrella, etc.

Refit fire extinguisher.

Remove silica gel canisters. Before using them again, bake in 350°F oven as directed, cool and store in plastic bags. Or just bag 'em and wait to cook them in the fall.

Start 'er up and relish the sound! As best I could determine from surfing the Porscheworld web and emailing one of our Tech Advisors, there is no need to disconnect the fuel pump fuse and run the starter to relube the innards (*unless the car has been stored for a year or more*). Reason: synthetic oil and ambient temperature above 40°F get the oil flowing pretty quickly.

The Tire Pressure Monitoring warning light will illuminate after you start the car. Ignore it as it will take the TPM computer a few miles to reconcile the input from the pressure sensors and then the light will go out.

The PSM light also will be illuminated on start up. Ignore it, there is no fault in the system. The light will go out, if after starting the engine, *while stationary*, you turn the steering wheel back and forth from side to side several times. After you drive forward a short distance the light will extinguish.

In cars that automatically drop the windows a few millimeters when you open the door, reset the windows memory position by closing both windows, then push window rocker switch up *once* towards the "close" position.

Check the garage floor to see if any vital fluids have leaked.

ENJOY! Take the car for a nice long, *vigorous* ride to evaporate any moisture in the engine, catalytic converter and muffler.

For those with an adjustable suspension, cycle the PASM switch a few times

from hard to soft setting to lube the dampers.

See you at the track!

While I have your attention, an apology. *I made an error in the text of my last column providing a myopic view into the future, "I Have Seen the Future and It Ain't Pretty." Working from two laptops and two versions of the text I did not completely combine and edit the final copy. I was informed by my severest critic that the ending did not make sense. So here's the intended ending. It probably still doesn't make sense! Feel free to reread the column. GML*

The wilderness roads were sparsely inhabited. He drove quickly along the winding two laners with challenging decreasing radius turns and lots of fast off camber sweepers. Even if some local sore sport called the Energy Conservation Commission, he'd be long gone before the police arrived. He continued to ascend into the mountains, finally reaching the Lost Nation State Forest. After a few hours refreshing his rarely used driving skills, the gas tank was heading toward empty and dusk was beginning to fall. He needed to get back before the road surface cooled and a fast moving unauthorized hot spot could be recognized by thermal sensors. He was wise enough to take a different route home, going around the lake back to the house.

continued on page 40 ...

Jay & Matt's Most Excellent Rambly: 2010

THE FIVE QUESTIONS

Who:

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

What:

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

When:

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

Where:

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

Why:

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

Cost:

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

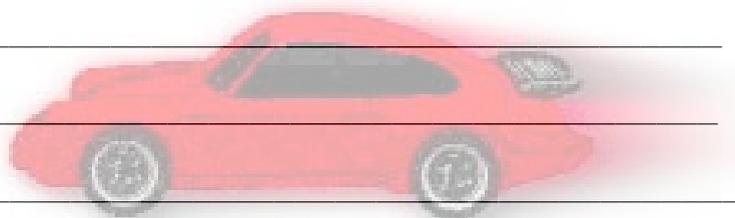
Cut and mail to Matt Romanowski, 243 Elgin Ave, Manchester, NH 03104 or sign up at www.ncr-pca.org

Driver _____

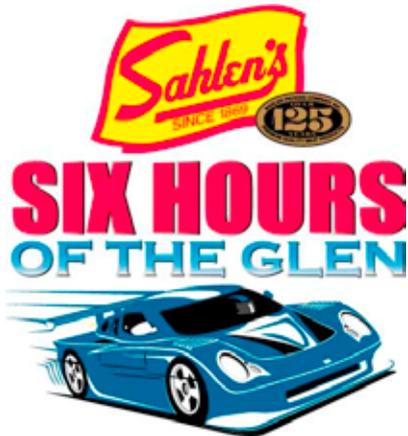
Navigator _____

Membership Number _____

Phone _____



PORSCHE CLUB OF AMERICA SPECIAL OFFER



June 4-6 2010



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Club Hospitality Special Includes:

\$30

Weekend General Admission

Turn 11 Trackside Hospitality Chalet & Car Corral

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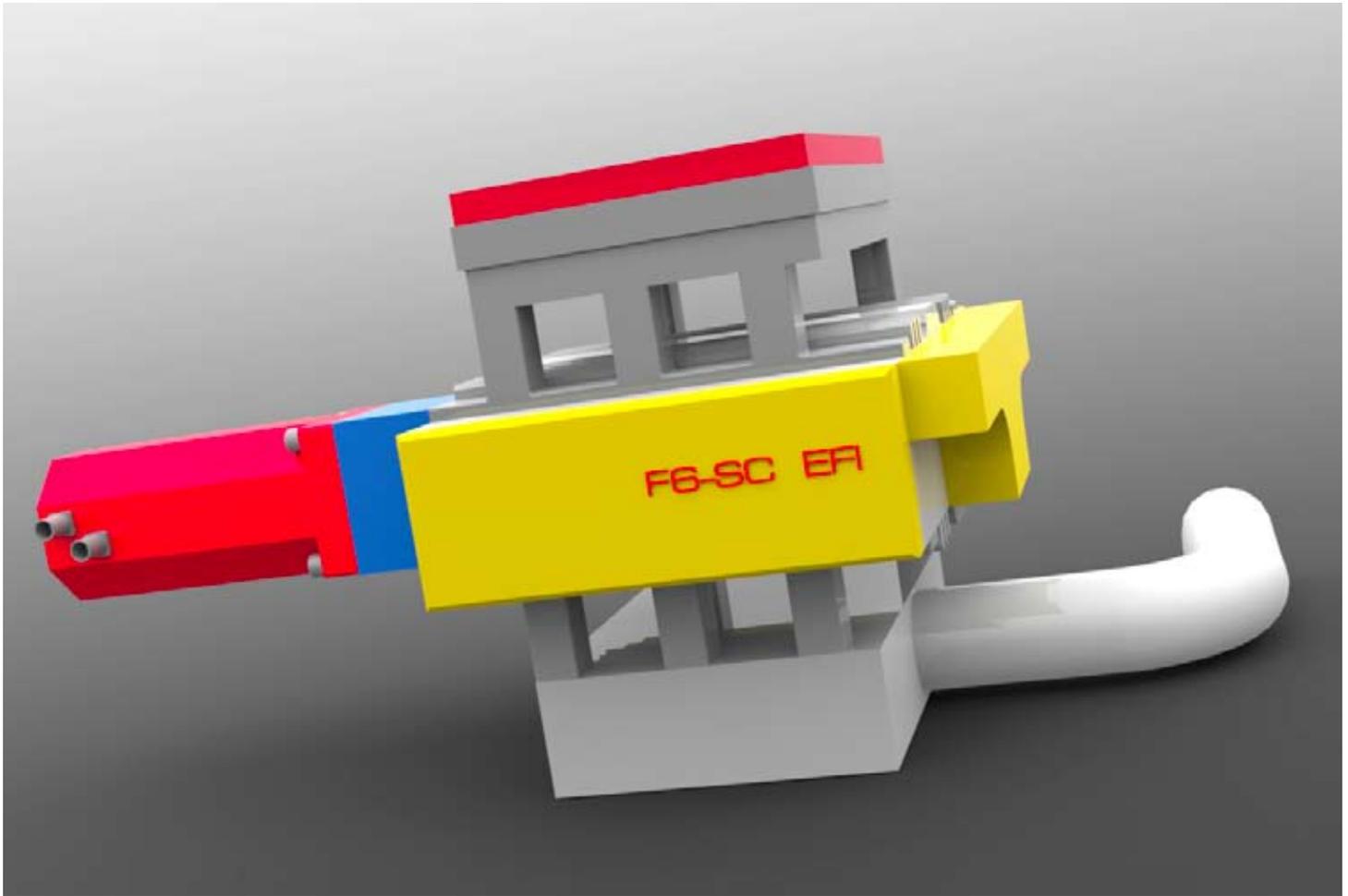
Exclusive Porsche Team Tours & Access

Contact: Mike Evranian (607) 535-2486 x351

Offer Expires May, 24th



ELECTRIC SUPERCHARGER



The engineers and techies at Schneizeiteit in the Black Forest are just coming off a long winter of short days and long nights. They have been spending their days and many nights working hard on a number of projects, one of which they have elected to describe and share with Northlander.

Last year when we were talking projects the AF09 chassis was in development and showing signs of a promising LMP1 season. How did it go?

Ah, yes. The chassis with 4 wheel drive at the rear and our boxer engine. It went very well, we were extremely satisfied with the De Dion suspension and the performance of the engine. The LMP series suffered a less than spectacular season so we continued development at our plant with an eye towards Le Mans.

And this year you have a new project to share with us?

We have decided to develop a product

for commercial use. It is intended to be a performance enhancer for street cars and competition cars ... for us it will generate needed funds to continue our development and our Le Mans plans. It is an electric forced induction device ... EFID.

A supercharger?

Not really a supercharger. It can be but in proposed form it will be a "loader" and bring the volumetric efficiency (VE) of the engine up to 100%. With a little tweaking and some added engine management components it can be a supercharger.

Could you expand on that please?

Yes, of course. Let me explain VE. If an engine has a 550 cc cylinder and is naturally aspirated the actual charge taken in to the cylinder might be as low as 450 cc due to pumping losses ... only about 80% of its volume ... so VE is .80. If the cylinder filling is assisted by a device to be 100% there is substantially more power and torque available with minimal added stress to the engine components

and engine management. If such a device is filling more than 100% then we have "super" charging. Depending on the amount of charging there is power benefits but also a stress factor, and, re-mapping the engine is necessary.

The EFID can do both?

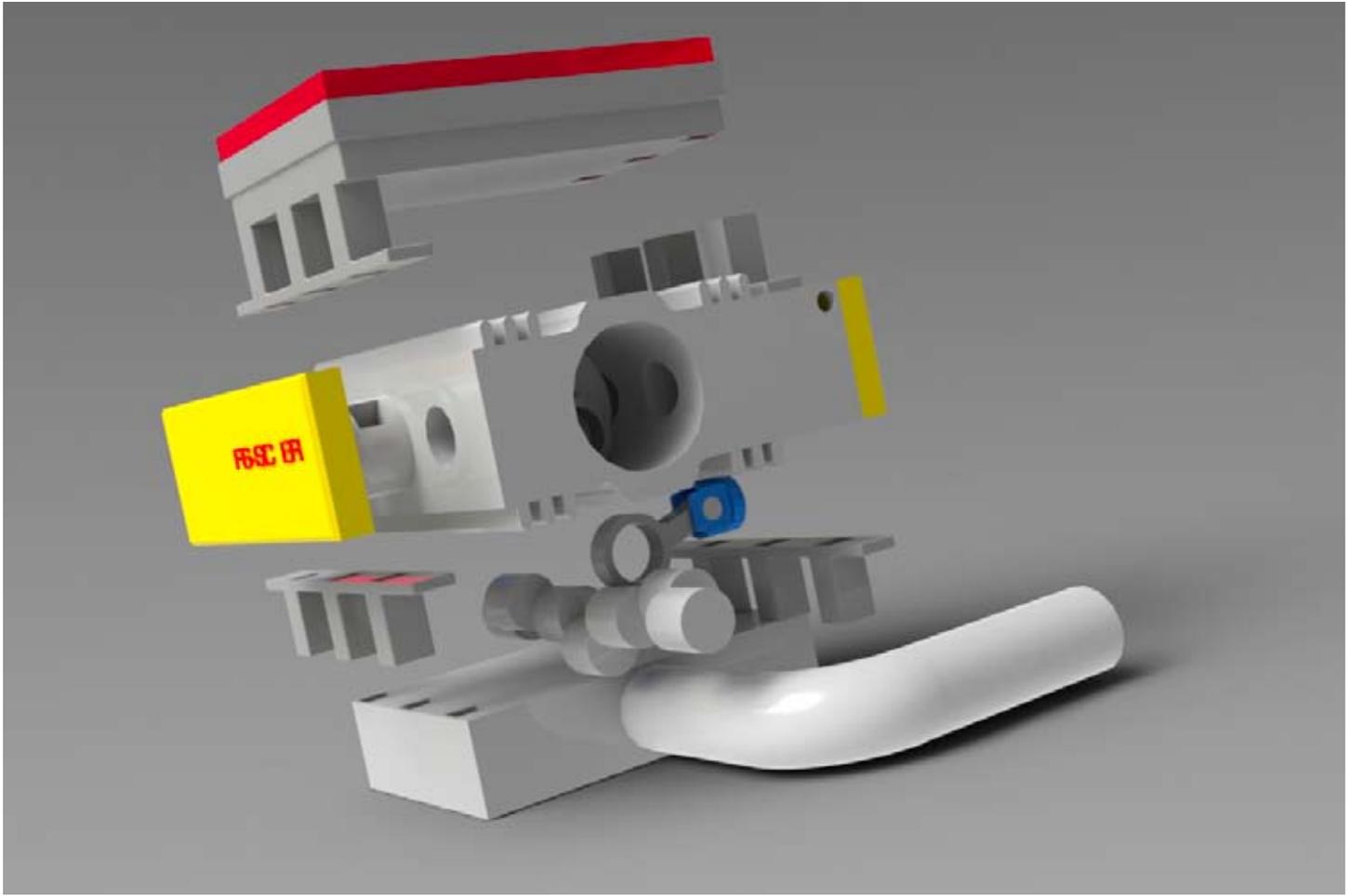
Yes. It is an electrical motor driven pumping device and can be arranged with motor speed to provide a curve of thrust from .15 Bar to 1 Bar pressure.

Pumping device?

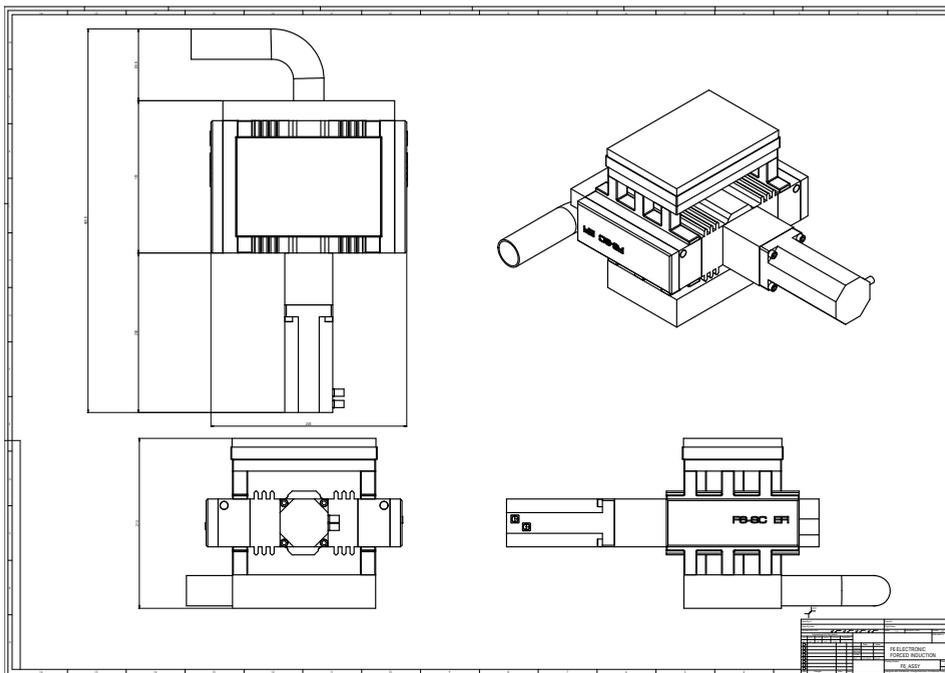
Yes. In simple terms it is a pump. Almost any configuration that is a motor can be used as a pump, or, other side up, a pump as a motor. Basically there is: centrifugal, axial, piston, and rotary such as Rootes or tri-epicycloid rotors. Our F6-SC EFID is a piston type.

Pistons? Why pistons?

We have seen other manufacturers of similar devices use centrifugal and axial vane types. In both cases the rotation speeds are 20,000 RPM and the noise



A partially disassembled F6-SC ... note the rotary valve at the top of the cylinder bank at left side of the photograph.



level is a concern. Those tiny little bearings in there are humming at 20,000 RPM. And if there is a rotor or vane catastrophe the peripheral damage can be nasty. You can find manufacturers on the web ... one we notice illustrates his device with a Rootes type blower but shows the rotor running in reverse direction. Interesting concept. We were quite enthused by the Twin Turbo Zet, a design we found in Australia, but we decided to stay with our piston design.

And how would you describe the F6-SC EFID and its specs?

We are pleased to present you with drawings and renderings. Basically it is a six cylinder boxer pump with rotating sleeve valve in the cylinder head, driven by a 12v 1.25 kW motor at up to 12,000 RPM. Power is provided by additional battery package and, if desired, a larger than standard alternator.

Wonderful. Thanks so much for such a detailed explanation.

You are welcome.

Please see page 46 of this issue



918 Spyder Concept Car with Record-Breaking Emissions and Fuel Economy

Porsche presents Super-Sports Car in Geneva

Genf. Michael Macht, the President and Chief Executive Officer of Dr. Ing. h.c. F. Porsche AG, Stuttgart, presented the Porsche 918 Spyder concept car at its world debut this evening in Geneva. This mid-engined two-seater combines the performance of a super-sports car with the CO₂ emissions of a small compact, an innovative plug-in hybrid concept reducing emissions to just 70 grams CO₂ per kilometre and fuel consumption to 3.0 litres/100 kilometres (94 mpg imp). Within this concept Porsche combines a V8 power unit delivering more than 500 hp and three electric motors with overall output of 160 kW.

In its design and interior architecture, the Porsche 918 Spyder combines classic elements with appropriate solutions for the future. Starting on Tuesday, March 2nd, at 8:15 am (CET), the Porsche 918 Spyder will also be presented at the Porsche Stand in Hall 6 of the Palexpo Building during the Geneva Motor Show.

Public Relations and Media
Technology Press
Hermann-Josef Stappen





*The Porsche 918. Photograph by Porsche. This is **not** an April Fool photograph.*



Zone 1 Tech Tactics 30

Jack Saunders



ZONE 1 TECH TACTICS 30

Honors Hurley Haywood and Hails His Racing Retirement

Despite the existing and projected bad weather pervading the days around the February 27, 2010, date for the 30th Tech Tactics event, I was determined not to break my attendance record since I joined PCA-NCR in 2002. This required that I convince Olivia, my supportive wife, to part with her Subaru for the weekend (giving me some 4-wheel drive margin over my 2-wheel rear drive, low clearance 944S2 Porsche) to decrease the risk of skidding into a snowbank which I did a few years ago, delaying my Tech Tactics car pool rendezvous with Hank Cowles and Bob Futterer. Accordingly, I left early and despite the tense driving through mixed snow and rain, I arrived four hours later at our favorite and convenient (since the banquet is held there) Ethan Allen Hotel. Being early gave me the opportunity to meet old PCA friends and most importantly, confirm that the hotel would provide shuttle service to the new venue for Tech Tactics, namely Danbury Porsche Dealership.

I was also happy to see Joyce and Chuck Gladle from the Central NY State Region, who were so kind to David Churcher and I when they welcomed us at the Porsche Corral during the Rolex Races at Watkins Glen last June. For those of you who may not be familiar with the predecessor of today's Corral, namely the "Porsche Platz," it's like a two-day mini-Parade,

led by the Zone Rep (in our case, Botho Von Bose) who arranges for VIP parking, viewing and refreshments and amenities under a giant tent. In addition, we're privileged to take several courtesy laps around the race track and attend signing sessions with famous Porsche drivers like Hurley Haywood. I was happy to accept the Gladles' invitation to NCR people to join them at the Rolex Porsche Corral this coming June 4 and 5. Maybe other interested NCR members can join me in arranging for car pooling/caravans to the event, and possibly stay in historic Seneca Lodge.

Now back to Tech Tactics 30 and the highlights of this extremely informative and enjoyable meeting.

The Gladles and I arrived early so Joyce could join Bettye Tremper and Botho Von Bose, to set up to register the attendees. Though this new venue was much smaller than Farnbacher-Loles, it was so well laid out and with especially improved acoustics that it was a better setup.

As usual the program opens with a fun-learning presentation by Jim Newton. His talks are memorable because he mixes in mirth, i.e. "Water You Going to Talk About" was the title of a quiz that deals mostly with water, but also cites important facts about other fluids Porsche people must deal with including fuel and brake

fluids. For example: 1) What's the % of fresh water on the planet? Answer: 3%, so don't waste it and try to avoid war over it and 2) How many ounces of water are required to purge one ounce of alcohol? Answer: 8 ounces. Something to think about before driving after drinking. And an intriguing non-water "fact" Jim noted was that pure nitrogen gas-filled tires hold their pressure for about 3 months versus 1 to 2 months for air, which of course is about 78% Nitrogen anyway. Finally, since water corrodes, look under mats of any used car you're buying!

The next talk was presented by Joel Reiser -- PCA's Tech Committee Chair for 993-996 Class (who braved a snowy drive from Rochester, NY, several years ago to give NCR a talk on Setting Up a Porsche for Street and Track). The title was "When Parts Break What Do They Look Like?" Joel displayed samples of failed parts (see photograph on page 29) including 1) cracked transmission case damaged on a rocky road, 2) failed shifting forks (especially those not made of forged steel), 3) pitted races and balls from precision ball bearings subjected to abusive conditions and/or poor maintenance practices like incorrect and infrequent lubrication and inspections, 4) worn transmission and differential gear teeth due to poor shifting and/or lubrication (i.e. always check all of the magnetic plugs located in lube filter

housings for shavings/chips that signal significant failure progression. However, very fine "fuzz" on plugs is normal) and 5) failed distributor/timing belts. This last one was of particular interest to me because I recently paid the price for missing a mandatory inspection of my 944S2 timing belt. I was surprised to hear that Porsche was plagued in the past by belt failures caused by excess ozone gas produced by the distributors which in turn deteriorated the belt materials. Porsche fixed the problem by baffling or isolating the ozone from the belt.

Joel's closing comments dealt with avoiding surprise and costly failures:

- * Change oil/filters -- using correct grade and composition at intervals consistent with type of use, for examples: a) Normal street/highway driving under good conditions: about 7500 miles and b) Track and rough roads: about 3500 miles or more frequently, as dictated by track events.

- * Major engine/powertrain/wheel and brake system inspection and partial teardown should be performed every 30 hours of track/performance driving. This surprised me, so I asked Joel about the equivalency of PCA DE and AX event driving hours to competitive racing hours. Joe's answer was that DE and AX events were certainly not as hard on the machinery as competitive race track time, but the critical parts are subjected to greater wear and tear than highway driving, requiring more frequent inspections and major maintenance. The obvious minimum obligation of a PCA event driver is to maintain his or her car well enough to avoid surprises at the track like oil leaks and brake failures that cause delays or accidents. This means don't rely on the pre-event mandatory (min.) inspections to avoid failures but do your homework with the help of our PCA member mechanics if necessary, before prepping for pre-event inspections.

Next, Allan Caldwell, our Panorama technical editor, spoke on "Porsche Electrical System Wiring/Diagnostics." Fortunately, Allan authored an article, "Porsche Electrical Systems" in the February 2010 issue of PANO which is the source for this talk. So, I'll just "bullet" a few key points discussed with the audience since you can refer to this illustrated article for further details.

- * Find correct "official" wiring diagram for your particular car (not just generic model because some arcane mod may have been introduced). This is a prerequisite to any hope of trouble-shooting success.

- * Get familiar with your fuse box and the accessories/systems to which each fuse feeds current. Make sure you have several spare fuses for each amperage your model uses.

- * Make sure all visible and accessible connections are clean and secure and not prone to shorting (be sure visible wire insulation is intact -- if not, repair). Clean/uncorroded battery terminals are a must.

- * Learn color coding and numbering of common component circuits like: Brown = #31 = Ground; Black/Yellow = #54 = Brake Lights. (See article for others.)

- * Note that many control/computer components, especially OBDII systems, continually draw current from the battery; also, a faulty relay can draw 40 to 100 milli amps and a faulty switch can draw 100 to 500 milli amps. Therefore, you should use a new automatic trickle charger (shuts down when battery is fully charged) which provides about 0.6 to 0.9 amps at 12-14 Volts if you don't use your car for a couple of days.

- * Grounds: It's important to locate the central grounding junctions in your car (there may be two or more) and confirm they're free of corrosion. Also use existing ground points for wiring new accessories.

Finally, my regular admonition about OBDII:

- (1.) Make sure "Check Engine Light" can be cleared by (a) fixing the indicated problem, or (b) verifying sensor is working. This is especially vital before buying a used car with OBDII.

- (2.) Note and record all the codes for OBDII controls, alarms, radio, etc. because any replacements won't work if the codes don't correspond.

- (3.) In disconnecting the battery, be sure you follow the directions which may require you to provide an auxiliary source of electricity uninterrupted, to avoid losing your OBDII function.

The next presenter was the world-class preeminent restorer of Porsches, John Paterek, who has long been PCA Tech Committee Chair for "Body/Paint/Upholstery/Interiors," who recalled highlights of his long and stellar career. He has won many prestigious concours d'elegance awards. A testimonial to the top quality of John's work is that noteworthy people like Wolfgang Porsche have bought his restored Porsches, and some of his cars were featured in



Botho Von Bose arrives ...

Broken parts as described by Joel Reiser ...

Paul Gagliardi, the Field Technical Manager for Porsche Cars North America speaks on new technologies from Porsche

Photographs on pages 28-30 by Jack Saunders



Chris Powell, the PCA 911 Tech Chair (from Seattle) focusing on several critical inspection and service points including bushings, boots and oil and brake lines.

a Seinfeld episode. What surprised me most was that his restorations were also mechanically sound enough to compete in rallies and races at speeds as high as 100 mph. He is happy to answer questions during his talk, and is very generous in sharing his expertise in personal, hands-on restoration of wrecks and relics of history.

In keeping with the spring season when Porsches dive into all sorts of activities, John has published a one-page list of instructions entitled "Preparing Your Car for the Upcoming Season" which you might be able to get from his website, www.paterekbrothersinc.com and/or email him at Paterek@aol.com. Note: his shop is located in Chatham, NJ.

The next presenter was Chris Powel, PCA Tech Committee on 911 vintage - 1974 to 1994, who dealt with "Care and Feeding of the Carrera -- What You Need to Know About Service."

If you don't have the time or wherewithal to perform some of the routine maintenance yourself and rely on one of our good NCR professional mechanics as I do, it's very important to take the responsibility for the management of the maintenance of your car, with the advice and counsel of your mechanic/garage, as follows: 1) read the owner's manual and verify each part on the car, in the engine compartment and especially the suspension, braking system, power train under the car and of course the tires and 2) if you can't conveniently/safely jack up/support the car to get familiar with the critical parts under the car, arrange to observe the mechanics working on your car and ask for help in identifying at least the key parts, like brake calipers/pads and bleed valves, ball joints, sway bars/bushings,

steering linkage boots, etc. (Refer to accompanying photographs showing Chris pointing out key parts and cautions) For example, noting that the oil line from the oil tank to the engine is a rubber tube, which could be frayed/cut inadvertently, it would be prudent to inspect it frequently, especially before/after long trips over poorly paved/rocky roads.

Another area to focus on is the wheel bearings, especially if you track and AX a lot because they take a beating. That's why one of the key items checked at both AX and DE inspections is bearing play. If play is excessive or the wheel doesn't spin smoothly, pull the wheel and remove the bearing. Inspect it for damage, pits, scoring and if it's okay, reassemble and lube it and make sure the final assembly confirms that the clearance between the balls and both races is correct. This should be done by a mechanic, unless you are experienced with this key adjustment.

Witness your next DE and AX inspection and ask questions so as to avoid track or highway surprises.

Also, Chris reminded us that an infrequently used car will have more problems than a well-maintained, high mileage car.

The next speaker was Paul Gagliardi, the Field Technical Manager for Porsche Cars North America who spoke authoritatively in his detailed description of the multitude of the latest high-tech automotive features (many lifted from the highest performance Grand Am-Rolax and ALMS series Porsche race cars) of Panamera, hybrid versions and Boxster Spyder.

The Panamera:

(a) A key decision to choose a 4-passenger vs. 5-passenger design was driven by

the desire for improved comfort and handling.

(b) To help optimize handling at top speed, c.g. was lowered, and advanced aero design features like twin diffusers under the car coupled with low clearance skirts to minimize flow under the car -- promoting more down force -- were borrowed from race cars.

Note: To minimize thermal shock stresses on the brake rotors (which are very hot) the cooling air is first passed through the radiator to warm it, minimizing the thermal differential stresses.

(c) Engine:

- * V-8 Turbo or normally aspirated delivering 500HP for 4-wheel drive and 600HP for 2-wheel drive.

- * Vario-cam, Direct Fuel Injection provides stratified, leaner mixture which reduces detonation compared to the air and gas mixing prior to admission to the combustion chamber.

- * New style lube oil pump, in which the contact area is varied by changing the gear teeth contact area in proportion to the exact amount of oil desired, thereby reducing the oil temp as well as expending less engine power to move the oil.

(d) Some other esoteric features of this Panamera that I suspect is a bit ahead of its time are:

- * Active Front Lid (hood) "Pedestrian Probe" prevents a pedestrian that is accidentally hit, from flying over top of car.

- * "Pyrotechnic" devices prevent fire in car's interior.

- * Variable Door Position -- Door can be

Jack and Hurley Haywood at Watkins Glen 2009.

Hurley has autographed this photo for Jack.

Photograph by David Churcher.



opened to various positions and stay there regardless of car attitude.

- * Power Lift Lids.
- * Integral Front Air Intake.
- * Windshield treatment that reduces dazzle, heat and effects of rain.
- * Ergonomic Interior.
- * Multifunction Steering Wheel.
- * Seats -- Standard has 8 adjustments & memory, Deluxe has 14 adjustments & memory

(e) Thermal Management:

First of all, new synthetic oils of 0 - 40 SAE weight were developed jointly by Porsche engineers and I'm guessing Mobil lubrication chemists to allow hot, tightly fitting parts like piston rings, cylinder walls and bearings to function flawlessly and efficiently at hot, high speed conditions.

Since one straightforward way of improving the thermodynamic efficiency of a Carnot Cycle engine (today's automotive gasoline engine) is raise its operating temperature throughout the cycle. So Porsche designed a computer which senses the engine gas and component operating temperatures and adjusts the cooling system thermostat to raise the operating temps to their maximum allowable limits, thereby decreasing fuel consumption.

An important departure from previous Porsches (as well as the majority of the rest of the brands) aside from fancy features and computer and diagnostic systems are the structural materials and mechanical design of the body and structure which make the Panamera one of the lightest, yet safest cars on any road. Here is the list:

High strength conventional steel, stainless steel, specialty super strength boron steel alloy, hi-strength aluminum alloy, magnesium (treated/alloyed to preclude combustibility) and finally aircraft quality high strength, lightweight composites (including carbon fiber). This plus the complete array of airbags and other protective devices makes Panamera the premier safe car.

Hybrid Versions:

(a) Panamera uses a version of KERS (Kinetic Energy Recovery System) used on Porsche race cars where brakes via a generator create electricity which is sent to special batteries where it's stored until the driver signals for an instantaneous burst of torque and the battery sends the electricity back to the device attached to the wheels and becomes a motor creating instantaneous torque at the wheels.

(b) The Cayenne uses an "Intelligent Drive Control" in conjunction with a new high-voltage battery to recover otherwise wasted energy.

(c) The GT3RS Hybrid uses a flywheel to store the energy until needed.

This great 30th Tech Tactics Session was appropriately concluded by George Bueselinck who enlightened us with his talk on "944 Problem Areas and Solutions."

Fortunately, 944s are relatively "Maintenance Friendly" in that engine compartment accessories and controls are fairly accessible, making it practical to work on. Also, 944 used mechanical and body parts are readily available. In fact, George himself has a good inventory of used 944 parts. George's contact information is noted in the Tech Q & A

column in PANO, if you have questions or need parts.

Though the just completed Tech Sessions were rewarding, this 30th Tech Tactics event's excitement and anticipation were still building toward this evening's banquet because the featured speaker is none other than the world's preeminent and most successful long distance race driver, Hurley Haywood (see photograph at beginning of this article), piloting the track simulator at this event and photograph (above) of an autographed photo of me and Hurley at last year's Grand Am-Rolex event at Watkins Glen Porsche Corral.)

After a delicious, multi-course gourmet dinner, Hurley delighted us with highlights of his storied career. (I believe all in Porsches, though he wasn't always a Porsche factory team driver.)

Finally, Hurley came to a point in his talk where he reluctantly, if not sadly, announced his retirement from the Brumos-Porsche Race Team as an active driver. He said that after a 2-hour stint in the Brumos Porsche where the cockpit temperature reaches 120°F, he loses 5 lbs (which is high for a small, lightweight man) creating a dangerous level of dehydration for a man of his age. This emergency requires intravenous feeding of special fluids and some massages and monitoring of urine to confirm he is balancing his system. Though Hurley retired from competitive driving, he will be at the track with the Brumos Team as a Vice President of the Racing Operation.



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

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

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

Track Sampler

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

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

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

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

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

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 Address _____
 Phone (day) _____ Phone (evening) _____
 PCA Region _____ PCA # _____ or, Guest of _____
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_____ Charity Laps Touring Group @ \$25.00 per car
 _____ Track Samplers @ \$25.00 per person
 _____ Long sleeve event Shirts @20.00 each – Size ___M___L___XL___XXL___
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Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact:
Paul Tallo, NCR Charity Chair, (603) 594-9696 day/work (603) 759-2581 (cell), email charity@ncr-pca.org

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

Parade 2010

Andrew S. Chisholm. First Settlers Region

A Novice View of the 1971 Sun Valley Porsche Parade

As a young rookie Porsche owner, I discovered the benefits of PCA membership after joining in 1969. What really got my attention was this wonderful *Panorama* magazine that appeared in my mailbox each month. In the days when there were no electronic means of communication (as we practice today), and Porsche ownership was somewhat rare, this magical Porsche-only publication was a real treat to receive.

Panorama's pages included lovingly written articles about Porsche cars and the people who drove them. It featured advertising of Porsche stuff to buy, upcoming events to attend, Porsche factory news and stories of Porsche racing from all over the world. One event that caught my eye was the annual PCA convention, referred to as the Porsche Parade. In 1971, Sun Valley, Idaho would be the location. I just had to attend.

I must admit being somewhat intimidated at attending such an extravaganza. Some of those famous people mentioned in the "*Pano*" would be there. No one from my region was going to attend. How would I do competing against all of those experienced and accomplished Porsche drivers? Maybe I should sit this one out. Or just attend and take pictures. I decided to enter the autocross and the hill climb competition. At least I had some local autocross experience.

After a wonderful trip in my 1969 912, I drove into the parking lot of the Sun Valley Lodge. It was a beautiful place, but my first fear had come true. There I was in the midst of hundreds of Porsches and I knew no one. However, no sooner than I had switched off the ignition, I was approached by an official-looking guy in a Castrol Oil hat. Uh oh, I must be parked in the wrong place. He had spotted my Virginia license plates and came over to introduce himself. Turns out he was Dan Rowzie of the Potomac region. Dan and I had met at a couple of PCA events back east, and he was one of those famous

people with his name in the *Pano*, as he served as the National Public Relations guy for PCA. Dan introduced me to the members of his group and invited me to park with them in the concours prep parking lot. So much for not knowing anyone 2000 miles from home!

Tuesday was concours day with over 100 Porsche cars displayed for judging. It is hard to explain the impression that spectacular scene had on me. I used all of the film for my camera that I had brought with me and wished I had more. I went from Porsche to Porsche, taking notes and pictures and talking to most anyone who would listen. What a wonderful day! The owners of the Porsches displayed all seemed to have a special story about their cars and were anxious to tell the story. Back at the Lodge late that afternoon, I thought that this sort of gathering was not just about the cars, but the very special people who drive them. Maybe there is a slogan brewing there.

I was real nervous about the autocross. If there is any event where I can display my skills, the autocross is it. On Wednesday morning, I showed up early to make sure that I was prepared. First, the 912. Just take all movable items from the interior and trunk, take off the hubcaps (yes, hubcaps) and adjust the tire pressures. For a "stock" class Porsche, that is about it and not much has changed over the years. As for driver prep, walk the course and make sure you know exactly where you want to go. One main thing about the autocross game is not to hesitate while you wonder where the course goes.

The Sun Valley autocross was held on public streets, some of which were roads in front of houses and condos not yet built. This made for kind of a "road cross", fun to drive and safe for the drivers. The 912 class was well represented, with 23 cars entered as four cylinder Porsches were pretty common. As the 912 group lined up for the start, I thought I should have a pretty good chance to do well. Lots of different colors and years of 912s were staged, but all seemed somewhat the

same, making it close to a "spec" class.

The flagman waived the green and I was off on my first Porsche Parade autocross. This was big time for me and I wanted to make a good showing. I did OK following the course, made a couple of mistakes in the "turn around" area where I thought I should shift to first gear and ultimately finished 7th in class. I was kind of disappointed with my performance, but only 2.34 seconds from the first place time of 1:51.69. At the autocross banquet, I was awarded a trophy for my efforts and received applause from those in attendance. Wow, I was one notch down from the Indy 500!

Upon arriving home, I had all of my pictures developed and thought that I sure would like to have one of my 912 in action during the autocross. A great idea would be to put a request in the Mart section of *Pano*, so I sent in an advertisement to the Wanted section. After all, lots of people were there and maybe someone would have a picture that they would share. I never got a response from my ad, but the *Pano* editor took note of my request and published a picture of my 912 and me in action at the Sun Valley autocross.

There, in the September, 1971 issue of the Porsche *Panorama*, for all the world to see forever, is a picture of me autocrossing with the windshield wipers on full blast. It was not raining. Be careful of what you wish for.

In the minds and memories of all who attended the Sun Valley Parade, it has always been known as one of the best ever, especially for it's time. I was fortunate to have been there. I have that 7th place trophy around here somewhere, but the memories of the folks who were there remain today. People such as Dan Rowzie, Walt Woodhead and Bob Harper and their friends and family of the Potomac Region made my first Porsche

continued on page 34 ...



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Parade 2010

...continued from page 33



Parade a neat experience. My attendance at 28 Porsche Parades since has added many more lifetime Porsche friends as the years have gone by. Check out the next Parade, where ever it may be held, for lifetime memories of your own.

Oh, one more thing. I have been practicing at this autocross thing and want you six guys who beat me in Sun Valley to know that I want a re-match!

Andy's photograph from **Panorama** September 1971



President

...continued from page 6

needed in place before our arrival. They are a great group, and deeply involved in much of the charity and volunteer work that goes into hosting the Concours event at Amelia.

I had emailed Ken and asked if any of the FCR members would be playing golf on Friday or Saturday with the possibility that Hank might join in. Ken's response was one of which I will never forget. I nearly fell off my chair laughing. Ken told me that he had golfed two other times and he spent so much time in the water he bought a boat. Funny guy!

Friday evening ended with a quick trip to the grocery and liquor stores for supplies, and then back to the villa at Amelia Island Plantation to make plans for Saturday.

Saturday Morning – up as planned, I cooked breakfast and then David and Hank headed off to the driving range for a couple of hours of practice. David entertained himself taking shots of Hank taking shots, and while they were gone I was able to lie back at the villa for a while and relax. It was far too chilly to spend any time at the beach.

Miriam was flying into Jacksonville around 2:30, so we headed back to the Ritz for a couple of hours giving David an opportunity to photograph some of the cars parked around the hotel's portico. Hank and I previewed some of the offerings for the charity auction that was to be held that evening. Just before leaving for the airport we finally joined up with Ken – great guy, always a smile on his face and a story to tell.

Miriam had already cleared luggage when we arrived and she was waiting at the curb. We made a quick wine stop, grabbed some munchies and returned to the villa to freshen up before heading back to the Ritz. There were two rotaries en route – they call them roundabouts in Florida – and for each Hank would speed up just enough to jostle the passengers adding a reassuring 'Don't worry, I've taken DE' comment. Short nap, glass or two of wine and then roundabout, roundabout, and back to the Ritz.

We returned in time for Hank and I to make a full round of the Silent Auction before it closed. There were a great many interesting items, including divers autographs from Muhammad Ali to Richard Petty to Ringo Starr. A few really caught my attention, particularly a Ferdinand Porsche portfolio and an

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Arnold Palmer autographed copy of *Turning Point*, both of which I bid on and won. Principal beneficiaries of the proceeds are the Community Hospice of Northeast Florida and The Spina Bifida Association, so I knew that all moneys bid were for a worthy cause. We were introduced to George Wallace, another FCR member who is an active volunteer in the auction fundraising effort, and well connected within the celebrity autograph world. George told us some great stories about some of the people he has met and offered some friendly advice on

our bidding objectives. Fortunately – or perhaps unfortunately – our pen did not run out of ink!

After final conversations with Ken, his lovely wife Elena, Ed, Chuck and the rest of the FCR gang, we headed back to the villa for a dinner of Salmon prepared by Chef David. Absolutely delicious. If you are fortunate enough to receive an invitation to David's for dinner some

continued on page 37...

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Rainer Cooney - Jerry Dascoli

Looking Back

...continued from page 12

From March/April 1990, Volume
13, Number 2

Concours Your Everyday Car By John Paterek

Do you ever wonder about the ones that got away? The great cars: 550 and RSK Spydres, 904, Abarth Carreras, GT Speedsters and coupes and now the '73 911 RS. One can never relive those days when a 904 was \$10,000 (1972) now \$500,000 or an Abarth Carrera was \$95,000 (1982) now ten times that amount.

I had a 550 Spyder in my shop in 1978 that could not sell for \$15,000 and wastraded in on a 930 Turbo. The Spyder now exceeds \$350,000 in restored condition. Which Porsche will be next? In any event the best kept and preserved example will retain its highest value.

Originality is the easy way to accomplish this. Paint, trim, and upholstery are very costly to replace. A yearly cleanup of the entire Porsche will eliminate corrosion and excessive wear. Although the thought of concouring promotes visions of people cleaning the inside of their tailpipe; it does have a positive side. Without getting totally insane, one can clean (I mean really clean) a specific area of the car every week.

Let's take the storage area or trunk. A thorough cleanup, including battery removal, will eliminate costly battery corrosion. Neutralize acids on the carpet near the battery with baking soda and water. Scrape and touch up chipped undercoating, and clean up the tool kit and components like the jack and spare.

Wrap the tool kit in a sturdy plastic bag (tools corrode from acid fumes in the trunk). On 924-944 models check drains in the rear compartment to be certain wells do not fill with water and float your \$150.00 air pump.

The engine can be degreased with P21S car wash, Simple Green or a mild detergent. P21S works well and is not harmful to the paint. It also cleans up 928 and 944 fender areas under the

hood. A clean engine will be welcome when a service is performed. If seals are in good condition, only light dust will be present after a short run.

The same treatment can be applied to the fender wells. For street use do not remove the preservative sprayed on by the factory. The fender well areas do not represent a large percentage of the total concours score. They have to be clean but not to extremes.

The interior needs special attention, plenty of vacuum cleaning, mat beating and gum wrapper removal. Clean all compartments. Store the owner's manual in the glove box, not in a side pocket where water can destroy the pages in no time. Clean vinyl and leather with a mild detergent, retreat leather with Lexol NF and vinyl with Harly Vinyl Preservative. This is also a good time to clean gauges and interior glass.

The last step may be a difficult one for many, it is the exterior. A good cleaning and rinsing with plenty of water is first. Scrub wheels, tires, rockers and splash areas last to avoid sand particles from being drawn over body panels. The final wipe down should be completed in the shade first removing heavy water droplets, followed by a wipe with a moist towel. When the surface is nearly dry, a final buff (panel by panel) should be made with a cotton T-shirt.

An entire article could be written about polishing and waxing, but here is a brief explanation. I like to use 3M Imperial Hand Glaze applied with a well worn piece of terry cloth the size of a tennis ball. Buff until the surface begins to haze over, then polish off with a clean cotton cloth (flannel works best). I polish in one direction without circular motion. The next step is waxing. I like carnauba pastewax like Blitz Wax by One Grand Co. It is easy to use and streak free when applied with the same pattern as the polish. The carnauba wax can be used near rubber without a white or chalky buildup.

These brief tips may encourage a few more of you to enter one of the most respected concours events around, the Zone 1 Spring Concours. It'll be good for you and great for your Porsche. See you at the Spring Meet on May 20th at the Stouffer Westchester Hotel.

Now remember this was written in 1990 and more modern Porsches have more nooks and crannies and perhaps other things not addressed here. Also, many more products have been introduced to help us clean and maintain our cars in a pristine condition, but John's guidance and recommendations give you a good start. Don't let your pride and joy be one of the "great cars that got away."

Until next month,
Judy.



President
...continued from page 35

evening it cannot be missed! A little more wine, some dessert, and conversation of the day's events put us around midnight. Sunday would be a long day so off to bed.

Morning, quick breakfast and bright and early we were off again to the Ritz. Ellen Thorne (thank you Ellen!) was responsible for getting us media passes which allowed us entry to the Concours grounds hours before the event was opened to the general admission public. What a treat to be able to view all the cars and take pictures without thousands of attendees milling about. We let David set his own priorities for shooting while Miriam, Hank and I wandered off to look at the cars on display.

Every year at Amelia there is a principal theme, and several subthemes. This year the Grand Marshall was Richard Petty, so of course there were several of the Petty Racing cars on display. Subthemes included three of particular interest: concept cars, cars you never heard of, and early fiberglass bodied marques. In addition, Duisenberg's, Jaguars, Ferraris, Alfas, Cadillacs, Packards, and of course the Porsches, including the majority of all surviving 917's were on display. It is hard not to think of them as one of Hank's golf buddies had described them on his first trip to Amelia: Jewelry on Wheels. It is so true.

After about four hours, our project manager - as David referred to Hank - suggested we head back to the villa for a little breather before a final trip back to

close out the show. (I know that it sounds like we were doing a lot of driving back and forth but the villa was less than a ten minute ride from the Ritz, and besides, Hank was entertaining himself prepping for DE on the roundabouts). About three o'clock we saddled up one more time and returned to the Ritz, doing a last tour of the cars on display.

Our wonderful hosts from Florida Crown invited us to join them for dinner after the show closed at a restaurant called Barbara Jeans. They had all worked sun-up to sun-down for days on end, and this was their opportunity to unwind, so it was particularly noteworthy that they should include us in their wrap-up dinner. Our great thanks go to Ken and Elena, Ed and Nikki, Bob, Chuck, George, Ellen and to all our FCR friends who made us feel so welcomed and treated us with such kind generosity. We hope that this year presents us an opportunity to reciprocate.

We spent a wonderful four days in Florida, yet the entire adventure was doomed to be closed with a single regrettable fact. Our project manager had booked a 7am departure flight. So Monday morning a 4am alarm call, breakfast cooked by five, and on the way with only enough time spared to fill up the rental car. Cleared security with ten minutes to spare, and an uneventful flight found us back in Manchester by mid afternoon.

A wonderful time shared with some wonderful people. Thank you Carter and teZa. Thank you to all our friends at Florida Crown. And thank you Hank, David and Miriam for making this adventure a memorable one. It is as it is so often claimed to be. It is all about the people...



The NCR Speedo Contest and photo-shoot will be held at a beach near you Sunday, April 31.

The contest will begin at 7am with the first event being breakfast.

The second event is tech inspection to make sure all Speedos are in the car and not on the contestants (no cheaters please).

The third event is the timed 100 meter dash to your Porsche, change in to your Speedo, and dash to the Atlantic.

Rules:

Porsches facing east, lined up 100 meters from the fence.

Speedos on the driver's seat.

100 meter dash, no handicap ... this is a scratch run.

Change in to Speedo from your choice of running gear ... must be accomplished in the driver's seat.

Dash to the Atlantic ... first contestant to be fully immersed in the water wins.

Photographers will be on hand

cut and mail to: *Northlander ... for further details see page 46 of this issue*

Entrant's name: _____

Car: _____

Speedo Color: _____

BTW:

From Porsche Purist



Is Your Porsche an Endangered Species?

According to an article in the German Edition of the Financial Times, it's possible that Porsche as we know it (at least in the United States) may be extinct in just a few short years!

In May of 2009 President Obama proposed a 5% year over year increase to the current Corporate Average Fuel Efficiency (CAFE) MPG requirements. Starting in 2011 and ending in 2016, these changes would see the current requirements rise all the way to 42 MPG for cars and an average of 35.5 MPG for the fleet. Assuming these amendments get written into law this May as planned, Porsche would be in a world of hurt.

What about VW you say? Wasn't that part of the strategy behind the proposed takeover merger? Well, yes and no. Remember way back when in the days of Wiedeking, when Porsche was going to take over VW and bankrupt all the nasty hedge funds that had shorted their stock? If so, you probably remember a lot of the talk around the reasons for Porsche's play for VW. Most of that chatter centered around CAFE. The idea was that with all those fuel efficient VWs (and other makes) now part of the Porsche corporate umbrella, any possibly new CAFE rulings could be handled by averaging the fuel efficient VWs and other TDI toting technology with Porsche's passion for petrol.

Unfortunately, as we all now know, Wiedeking's master plan didn't go so well and Porsche not only didn't take over VW, but ended up getting taken over themselves in order to survive. The problem with this according to Bertel Schmidt at the Truth About Cars is, "Porsche would have had to be under Volkswagen's umbrella in the year 2009 [in order to count for the new CAFE regs]. They weren't."

Fortunately, for all of us, Porsche received a stay of execution through a special dispensation that sees them through 2016. However, if the proposed rules do go into effect, Porsche would basically need to increase their Corporate fuel efficiency 10% a year, every year. Something that is "technically impossible" according to Porsche-Lobbyist Stefan Schläfli (Schläfli helped to negotiate Porsche's reprieve until 2016).

Worst Case Scenario

Under the current CAFE rules Porsche already pays a small fine of a few hundred dollars per car; something that is easily absorbed by Porsche or passed along to you/me the consumer in the MSRP. However, under the new laws, the federal government would be able to collect a maximum fine up to \$37,500 per car. An amount not even the most well heeled Porsche owner would want to pay and certainly nothing VW would absorb.

Of special political note is the fact that the culmination of these new regs don't go into effect until 2016, the year that President Obama would leave office assuming he was re-elected (which is looking highly unlikely at this point).

Alarmist? You bet. Possible? Probably not, at least not in our opinion, but it does make for an interesting headline. What say you? Is our beloved Porsche in danger here in the USA? Or, is it political suicide to deny those of us that want it our right to buy a Porsche (and many other German luxury brands for that matter).

BTW:

Our MART page overfloweth ... the advert below is part of The Mart

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From The Far Side

...continued from page 19

Little did he know it would be the 911's last outing. Under the stimulus of global warming, the deer population had thrived because fewer hunters made the trip out to the woods to bag game and few vehicles were on the road to strike them. While heading back to the house, a couple of deer grazing along the edge of the road were spooked by the raucous sound of the 911. The deer impacted the car, sending it off the road and into a large tree. By the time the state police came to investigate the report of an abnormal, fading heat signature nothing could be done to save him.

Fifty years later, as the abandoned country house was being disassembled, the pristine Porsche was found and recycled.



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SALE :*** Porsche factory ski rack ... Porsche P/N PNA501 333, bought for 928 but may fit other Porsche models ... Porsche factory locking ski carrier. Holds 3 pair. Brand new, never used. \$50.00
Call Jim Munton 603-969-9857, or email j.munton@comcast.net

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

WANTED:*** (a) C4 - 993 of vintage 1995 or 1996 - must be in very good condition; If seller is interested in a 1990 - 944 S2 track/AX car we can factor it into the deal. Contact Jack Saunders at 603-536-4275 or (cell) 603-398-6221, or email jackoliv18@thesaunders.mv.com

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

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

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

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Klaus Bischof of the Porsche Museum will be taking the Porsche DKS (DreiKantSchaber ... Three Corner Scraper) to the Targa Tasmania 2010.



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25th Annual Zone One Autocross



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

The Event

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

Cost

\$60/person early bird-registration until 8/15/10
\$85/person after 8/15/10
\$45/person for Saturday dinner
Amounts are for one or two days;
Dates refer to web registration
25th Anniversary shirts to all entrants!!!!

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You must book by 7/28/10 for group rate

Event Contacts

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

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10
Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

Editor

...continued from page 7

claims the Spyder will do 0-60mph in 3.2 seconds and has a top speed of 198mph. It's got a reported lap time on the Nurburgring of less than 7 minutes, 30 seconds. Did I mention this is a hybrid? The car produces just 70 grams of carbon dioxide per kilometer which is 19 grams less than the little Toyota Auris HSD also on display at the car show. The company calculates the 918 fuel consumption in its most conservative driving mode to be 78mpg, that is 4mpg better than the Auris.

This great fuel economy is partly due to regenerative braking, as featured in the Ferrari hybrid, and partly from the four driving modes. The E-Drive mode will run the car from electricity alone. However, that will only get you about 16 miles down the road before the battery needs recharging. Hybrid mode toggles between electric motors and engine where driving conditions necessitate. Sport mode also uses both electric motors and engine but most of the power is concentrated at the rear wheels. Race Hybrid mode is pure performance and with the battery fully charged the car will run to the limits of its power and dynamic output. A button to release additional electric power (E-Boost) can be used to pass other vehicles or for even better performance.

Other important features of the 918 include a lithium battery that can be charged on a network, unlike the Cayenne and GT3R racecar hybrids. And in the navigation system is the Range Manager program. This handy tool will calculate the best driving mode when the driver enters a desired destination.

So will Porsche eventually build this concept? Rumor is that the company has never failed to put into production, in one form or other, a concept car. With incredible good looks and exemplary numbers, if factual, the 918 Spyder would likely cause many hybrid-leery car folks to reevaluate their opinions about alternative powered vehicles. After all, it's much easier to reduce one's carbon footprint when there's little to no sacrifice in style and performance.



7th Annual Northeast Exotic Car Show

Date: Saturday August 21st, 2010

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

Rain Date: Sunday August 22nd, 2010

Location: Anheuser-Busch Brewery in Merrimack, NH
Information: <http://www.northeastexotic.com/>

This year's show is an official club event for all of the following car clubs: Ferrari, Viper, Lamborghini, Porsche, Lotus, BMW, and TVR. A donation of \$20 is requested from all show cars during registration. This donation will be made to NH Make-a-Wish, and they will have a booth at the show if you should choose to make a larger donation. "Goodie bags" will be handed out to all show car drivers. Last year our sponsors loaded up the goodie bags with more than \$20 worth of detailing supplies.

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

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

BTW:

I have found the inexpensive electronic mice repellent, found at any hardware store does a fine job of keeping the destructive pest from building nests in my garage.

(from NCR Tech)

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AD INDEX

- 35 Autowerkes
- 43 Ayer European Auto Restoration
- 48 Black River Design
- 8 Blair Talbot Motors
- 48 Chestnut Hill Auto Services
- 34 Consumer Profiles Inc.
- 49 David Churcher Photography

Inside front cover

- Porsche of Stratham
- 47 EPE
- 41 EXOTECH
- 49 Exotic Car Club Of America
- 48 Harry Robinson
(Porsche of Stratham)
- 36 HMS

Inside back cover

- IRA
- 48 Iron Horse
- 49 Kathy's Kitchen
- 49 Lavallee/Brensinger
- 44 Lovinger Volvo

Back cover

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

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BTW



Richard and Nancy Sauve were on vacation in Aruba and spotted this immaculate 911. Aruba is an island, part of the Dutch Antilles, in the Caribbean and is only 27 kilometers long. It just proves even "Island Syndrome" does not deter a Porsche enthusiast.

The Electric Super Charger, and the Speedo Contest are both April Fool articles.

BTW

NEXT MONTH

- March Ivy and Jay dinner
- NCR Tech Session #3
- More technical articles

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NORTHLANDER

Volume 33 Number 4

April 2010

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