

NORTHLANDER

NORTH COUNTRY REGION

Volume 33 Number 3

PORSCHE CLUB OF AMERICA

March 2010



IN THIS ISSUE:

PORSCHE HYBRID

NEW 911TURBO S

PREPARING FOR SPRING

JOHN MACDONALD TRIBUTE



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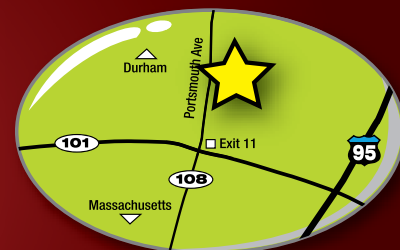


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March 2010

Editors

Tracey Levasseur
207 247 3385
NCRNorthlander@ncr-pca.org

David Churcher

603 799 4688
NCRNorthlander@ncr-pca.org

Advertising

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

Web site

www.ncr-pca.org

Statement of Policy

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 46 for advertising rates.

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On the cover



Porsche builds wonderful cars. They also make wonderful photographs in their press division. It seems in recent months the Company has gone all out to release new cars and photographs of equal quality. In this issue of *Northlander* we will present press releases and photographs of these exciting offerings.

Cover photograph by Presse Porsche



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| | | | |
|--------------------|------------------|--------------------|----------------------------|
| President | Ivy Leonard | (H) (603) 380 3782 | president@ncr-pca.org |
| Vice President | Jay Gratton | (H) (603) 498 8576 | vice-president@ncr-pca.org |
| Secretary | Toni Surdam | (W) (617) 803 2540 | secretary@ncr-pca.org |
| Treasurer | Lisa Roche | (H) (978) 534 0118 | treasurer@ncr-pca.org |
| Past President | Miriam Dunster | (H) (603) 659 8592 | past-president@ncr-pca.org |
| Membership Chair | R & L Futterer | (H) (207) 698 1104 | membership@ncr-pca.org |
| Newsletter Editors | Tracey Levasseur | (H) (207) 247 3385 | ncrnorthlander@ncr-pca.org |
| | David Churcher | (H) (603) 799 4688 | ncrnorthlander@ncr-pca.org |
| Webmaster | Dick Demaine | (H) (603) 560 4911 | webmaster@ncr-pca.org |

COMMITTEES

| | | | |
|---------------------|------------------------------|--------------------|------------------------------|
| Advertising Manager | Matt Romanowski | (H) (603) 674 3250 | advertising@ncr-pca.org |
| AutoCross | Joe Kraetsch | (H) (978) 534 0118 | autocross@ncr-pca.org |
| Car Control Clinic | Brian Arenstem | (H) (603) 520 6034 | barenstam@metrocast.net |
| Charity | Paul Tallo | (W) (603) 594 9696 | charity@ncr-pca.org |
| Chief Instructor | Steve Gratton | (H) (603) 456 2131 | chief-instructor@ncr-pca.org |
| Concours | Deb & Jim Gratton | (H) 603 498 8576 | concours@ncr-pca.org |
| Drivers' Ed | Mark Watson | (H) (603) 488 5405 | drivers-ed@ncr-pca.org |
| Rally | Jim Gratton | (H) (603) 498 8574 | rally@ncr-pca.org |
| Safety | Edgar Broadhead | (H) (603) 526 6578 | safety@ncr-pca.org |
| Senior "Advisors" | Edgar and Nancy Broadhead | (H) (603) 526 6578 | EdNan@TDS.net |
| Social | Janet & John Leach | (H) (603) 433 4450 | social@ncr-pca.org |
| Technical | Larry Synger | (H) (617) 799 1118 | tech@ncr-pca.org |

CALENDAR

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March 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

| DATE | TIME | EVENT | LOCATION | CONTACT |
|--------|-------|---------------|----------------|-----------------------|
| 9 Mar | 6pm | Board Meeting | TBA | president@ncr-pca.org |
| 13 Mar | 1-3pm | Tech Session | Blair Talbot's | tech@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

Haiti is the western hemisphere's poorest nation. How could it withstand something of this magnitude?

Many of you may remember exactly where you were or what you were doing when you first heard of the terrible earthquake that wracked Haiti on the afternoon of January 12th. The earthquake was recorded at a magnitude of 7.0, and early reports predicted 'serious loss of life.'

Serious loss of life? How difficult is it to put that phrase into perspective? How is it possible for anyone, especially living wrapped within the sense of reasonable security and safety that we as Americans feel, to comprehend the devastation of such an event? We are, generally, so removed from the mass disasters that so many on this planet fall victim to that it seems almost unfathomable. It is in many ways as those events are viewed in an almost surrealistic way.

Hundreds of lives lost? Thousands? No...ultimately, when the scope of the disaster fully evolved, it meant hundreds of thousands.

Haiti is the western hemisphere's poorest nation. How could it withstand something of this magnitude? The news began pouring in. Pictures of the unthinkable flashing across our TV screens. It was almost unbearable to watch.

Bulldozers and dump trucks just scooping up the deceased by the truckload in an effort to clear the streets. To clear the streets! How difficult is it to allow your mind to imagine such a thing in Manchester? Or in Concord? Or in Portsmouth? Just a horrific sight to view. Yet it had to be done.

We often think we have it tough until something like this happens: it has a way of putting things back into perspective. In a country where daily life was a struggle even before the earthquake, the challenges had multiplied exponentially. Children without parents just wandering the streets. Parents searching for children in hope they had survived. Some miracles, a dozen or so reported, some of incredible luck and some of incredible determination to survive, but in the overview the rescues served only as false hope for those missing loved ones.

Together with the international response, NCR wanted to help. Your Board of Directors voted to donate \$5000 to help

out in Haiti, and as good fortune would allow we have our own ambassador on the ground in that desperate country: John Dunkel.

Yes, NCR's very own John Dunkle has for some time been involved in helping out that poorest of countries in this hemisphere. John and his wife Jennifer established **Project Rennwish** several years ago. Project Rennwish is a 501(c)(3) nonprofit corporation dedicated to changing the lives of children and families in need by providing food, shelter, clothing, education, and medical assistance. Their objective is to provide an improved way of life and value-based lifestyle to impoverished regions which positively influences the greater society.

Much of their focus over the last five years has been in Las Cais, Haiti, where they have funded the building of schools and orphanages. I tried to Google map Port-au-Prince to Las Cais, to get a sense of relative distance, and Google returned 'no route can be calculated'. It turns out that Las Cais is about 90 miles WSW of Port-au-Prince.

John was ready to announce a new project just before the earthquake happened, but that project has been put on the back burner for now as all resources have been redirected to the safety and well-being of the earthquake's survivors and their families.

Few and rare are the opportunities to help that are provided so closely, with such direct linkage that any who choose to participate may know their efforts will yield direct and full benefit. This is one of those opportunities. It is difficult to comprehend what John and Jennifer have seen and experienced there in Haiti. But their presence offers a trusted and known channel through which we all can lift a tiny bit of the challenge faced by our Haitian neighbors.

To make a donation, please make checks payable to Project Rennwish, Inc., mailed to Project Rennwish, Inc. c/o WGSS Ventures, PO Box 4219, Portsmouth, NH 03802-4219. If you contribute by check, please e-mail John and Jennifer to confirm

continued on page 40 ...



David Churcher

I have been reminded by an esteemed colleague (he drives a Porsche and likes cheese in his olives) I am looking at the alligators ...

Setting priorities can be a bit of a problem. Sometimes the choices are just overwhelming and the best logical plans just do not work. For example: one has been given, or has taken on, the task of draining the swamp. But it becomes difficult to do this task while the alligators keep attacking. One must re-prioritize and deal with the alligators first.

In recent months I have found myself looking at a few swamps to be drained and also looking at a few alligators. During 2009 I managed to re-prioritize a few swamp draining projects and also managed to tame a couple of alligators. Doing this allowed a few wonderful events to be attended ... events you will have seen written up in *Northlander*.

Now 2010 has arrived and there are still swamp projects and alligators. I have been reminded by an esteemed colleague (he drives a Porsche and likes cheese in his olives) I am looking at the alligators. So, to mix metaphors, I decided, under duress, this week to damn the torpedoes and ignore current alligators ... and go to Amelia Island.

NCR, and *Northlander*, will be well represented at the event. Our Prez is going, our past Prez is going, my esteemed colleague is project manager, and we hear two other NCR members plan to be there. No doubt we will meet up with PCA colleagues Iy has established close friendships with at past Amelia events.

Amelia Island has become known as Pebble Beach East ... and as Pebble Beach without attitude. Porsche will be well represented and I am looking forward to the interview and chat session the organizers have set up with a few of the Porsche 917 drivers. Sir Stirling Moss will be there too, driving a Birdcage Maserati to celebrate the 50th anniversary of his win at the Cuban GP. This all has the makings of a great event and filled with sentiment for us "senior enthusiasts" who were around when the 917 and the Birdcage were racing.

I have thanked my esteemed colleague for his influence on my project planning. I think I may have to thank him again for setting up another project for later in 2010.

Recently we sat with some mutual NCR colleagues and as my colleague with the cheese stuffed olives told stories of the NCR trips to Mont Tremblant and Calabogie I looked in to my glass of Aus red and considered the words of Goethe: "All truth is in wine." He was not wrong, you know. And before my glass was finished I had been convinced to join in the 2010 events. I'll have to speak to the alligators but I can do that.

The stories of previous Canadian trips really had an influence on me. Oh, sure ... going to Canada is easy for me because I lived there a while. The stories of a good drive, a good meal, and good company are not lost on me. The story that really caught my attention and made me decide is as follows and is related by the gentleman with the cheese in his olives.

"We went up the first time as a group of about six or seven NCR people. We were staying at a restaurant / hotel where some famous drivers had previously spent some time. Indeed ... I had the room Gilles Villeneuve had used years ago while he spent a lot of time there learning the circuit. The food was wonderful and the host / chef did not really have a menu. He asked what we would like to eat. Our wishes would be his menu. A year later our NCR group arrived for the same events and the host noted one member of the previous year's group was not amongst us. He remembered names and details. The conversations picked up where we left off a year earlier. Nino and Kay have become friends to our group and their restaurant has become like a home."

Now, do you think I could resist after a story like this? No way. The alligators will have to do without me for a while. I am off to Quebec this year.

Goethe got it right. There is truth in wine. But I have to wonder what cheese in your olives does :-). Maybe the answer is in Quebec.

The moral of this editorial is: alligators can be made to wait, swamps can be drained the day after tomorrow. Amelia Island and Mont Tremblant are fixed dates on the critical path of our project and should not be missed.

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Bob & Laura Futterer

New Members:

John A. Kieley
Temple, NH – 2009 911 45

Gary E. Muller
Goshen, NH – 2009 911

Charles Traill
Carissa Traill
Nashua, NH – 2004 Carrera

Gerald A. Long
Priscilla Long
Laconia, NH – 1984 911T
Transferred from Connecticut Valley
Region

Member Anniversaries:

1 Year:

Mike Falotico
S. Boston, MA – 1986 944

2 Years:

Joe Leweck
Hampton, NH – 1964 356

5 Years:

Bobby Baker
Dena Baker
Brentwood, NH – 2005 987S

Frank Flanagan
Judith Flanagan
Pelham, NH – 2002 Boxster S

10 Years:

Mark S. Schnoerr
Sigrid Schnoerr
Bellingham, MA – 1974 914 / 1986
944

15 Years:

Gerald A. Long
Priscilla Long
Laconia, NH – 1984 911T

30 Years:

In Memory of Michael L. Amalfitano
Cheri Amalfitano
Gilford, NH – 1979 911 / 1962 356

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



Jay Gratton

THE ROLLING CHICANE

Mark May 16th on your calendars for Jay and Matt's Most Excellent Rally Adventure...

There is nothing like spring, everything seems new and fresh. The trees get their leaves back, the grass is green again, flowers bloom, cars are clean and people are just generally in a good mood because they are outside enjoying the warmth after another long New England winter. There are also certain events that mark the opening of spring as well. Opening Day at Fenway, The Masters, the Porsches come out of storage, my parents return from Florida and *Jay and Matt's Most Excellent Rally Adventure* kicks off the North Country Region driving season with the spring rally.

This year's edition of *Jay and Matt's Most Excellent Rally Adventure* will be taking place on May 16th. Matt and I have been chairing our Rally Adventure for 10 years now and it has always been an enjoyable experience creating the route. We normally begin creating our rallies during February and we always have to look at things differently because we need to be able to picture how things will look without snow and everything in bloom. This year was no different for us, as this year our plan was to attack a piece of the Maine coastline that has never been done before. Kittery to Kennebunkport has been done over and over again and this got us to think that we needed to push further up the coast. We wanted to conquer the coastline between Kennebunkport and Portland, but after spending a morning carving up and down the coast we decided that there is a reason we never went beyond Kennebunkport. There really isn't anything exciting to see up there!

Back to the drawing board we went. Now we are starting in Portsmouth and traveling down the New Hampshire coastline into the North Shore area of

Massachusetts. A few years back John and Janet Leach took NCR down that way and Matt and I feel it is high time NCR made a return. Matt and I truly do run low-key gimmick rallies that are fun, entertaining and as always we encourage you to bring the kids as back seat navigators. The rally will be ending at an area restaurant that will be affordable and we will be ordering off the menu. Even if you are Porsche-less, we encourage you to attend anyway.

Advertising for this event is already under way as we are promoting it with our Massachusetts and Maine PCA neighbors too. The spring rally used to have 40 cars at it and while attendance has dipped in years past, Matt and I have a goal of 40 cars attending this year. So please do all that you can to attend this year and mark May 16th on your calendars for *Jay and Matt's Most Excellent Rally Adventure*.



Mark Watson

So how is your practice going?

I started this article while traveling to China three weeks ago, continued when I returned and was planning on finishing while on vacation in St. Barths. Somehow, I just didn't find the energy to take out the computer to finish so I am scrambling to complete my contribution and not mess up the publishing schedule. I would like to thank David and Tracey for their patience and understanding.

I was able to attend the NER Ground School and the turnout was great. There were approximately 50 attendees; 12 or so were from NCR. Steve Atrick and Joe Marko presented a variety of topics ranging from helmet selection to benefits of DE for the younger generation. Steve emphasized the alliance between our two clubs and our joint goal of making our events fun and meaningful to all participants. It was a great day with many good questions and general excitement regarding the upcoming driving season.

Registration for both NCR and NER events opened on March 1st. Registration for both clubs is on-line and links to the registration sites can be found on our DE page. Early registration is encouraged for everyone and is especially important for instructors so we can minimize wait listing Green and Yellow drivers. Let's surprise our Chief Instructor Steve Gratton this year and register early!

The DE Team continues to get things sorted out for the season. Contracts have been signed with New Hampshire Motor Speedway and Lime Rock Park and our 2010 insurance documents have been completed by PCA. We have again arranged to have paid flaggers for our NHMS and LRP events. While this arrangement minimizes overall work time and allows for more track time (both

good things), there is less opportunity to observe other run groups and how other drivers manage the track. Take some of the extra time and go around the track and watch different run groups. I guarantee you will learn something if you make the effort.

So how is your practice going? I presume that you are continuing to read and practice some of those DE techniques in your every day driving. Keep up the good work and remember that only perfect practice makes perfect performance. So what about preparing your car for the upcoming season? March is a great time to get some basic maintenance done on the car. This is not the busy season for most New England based shops so it is a good time to get some work done on the car in preparation for the upcoming season. The routine stuff might include: bleeding the brakes and replacing worn brake pads and possibly rotors, checking for 'abnormal' leaks from oil lines or your struts / shocks. Check your fire extinguisher to make sure it is properly charged. Are your seats properly attached to the mounting system? Are your seat belts frayed and in need of replacement? Do you need to order a new set of tires for the upcoming season? Order them now and take the stress out of getting them mounted and balanced. For those with non-air cooled cars, check your coolant levels and replace any hoses which are cracked and in need of replacement.

From personal experience, I can tell you that we do not want any oil or antifreeze getting on the track surface. Clean up takes away from track time and the spill creates a significant safety issue for

continued on page 36 ...



LOOKING BACK

Judy Hendrickson

The day will come and we will all know it when it arrives. The white stuff (what little we had) will be gone, the buds will be on the trees, and spring will be in the air...

Wow, another giant snowstorm goes to the south of us (mid-February). The ground up north is getting mighty bare! But, thanks to great snowmaking and grooming the slopes are still in good shape and most areas are near 100% open (at least Waterville Valley and Sunday River – my recently frequented areas).

Perhaps by the time you're reading this spring will be around the corner OR maybe old man winter will return to the north for a few more "dumpings" of snow for us skiers. In any event it will eventually be time to start thinking about taking our four-wheeled babies out for their spring runs and with that in mind I have chosen Michael Grishman's tome on "De-Storing Your Porsche"

From March 1980, Volume III, Number 3

Notes from the Technical Chairman

DE-STORING YOUR PORSCHE OR "WAKING THE HAIRY BEAST AFTER WINTER HIBERNATION"

BY: Michael Grishman

The day will come and we will all know it when it arrives. The white stuff (what little we had) will be gone, the buds will be on the trees, and spring will be in the air. We will have had a few good hard rainstorms to wash the few last reminders of winter off the road. It will be the day to awaken the machine that has been resting in the

garage over the long winter.

The preparations and process of bringing your pride and joy out of storage should be as important as the preparations taken before storage. Many articles have been written about getting your Porsche ready for winter hibernation, but few (or maybe none) about what to do when "The Day" comes. So here goes:

1. The Battery. Take the battery, which should have been resting in a nice warm dry spot, and charge it. A slow charge is best. A load test would be a good idea in order to avoid future problems. Replace it now if need be before you are stranded at 2am during one of the April showers.
2. Check rubber components for deterioration from age. The items to check are: fan belt for cracks, tires for weather checking, windshield wiper blades (the ends will split allowing the metal part to contact the windshield - ouch!), and seals and gaskets such as door seals, hood seals, front and rear window seals, etc. Replace the important rubber components immediately (fan belt, tires and wiper blades) and make a list to replace the others when time, money or availability permit.
3. Check all fluid levels such as brake fluid, windshield washer solvent, transaxle gear oil, and most important, engine oil level (911 owners - check after warm-up).
4. Check and adjust tire pressure, don't forget the spare (1974 and later 911's leave that funny go-cart tire in the trunk alone, just make sure you have the air pump in the car).

continued on page 25 ...

PREPARING FOR SPRING

Bruce Whittier

After more than four decades as a race car mechanic, automotive technician and writer, Bruce Whittier took early retirement recently to pursue a new career writing and publishing Porsche manuals and books. He currently has 22 Tech & Spec manuals plus a couple of OBD II manuals on the market, available from Pelican Parts and Foreign Intrigue.

His newest book will be going on sale in March and is called *A Porsche Enthusiast Bible*. Bruce has a good Porsche information library and if any one needs some information, all they need to do is email him at porschetech@comcast.net.

Spring Break

Most Porsche owners in our region store their cars over the wet winter period to avoid all that salt and dirt used to keep our roads safe. Spring is just around the corner and it will soon be time to break out your summer ride. Here are a few things you might want to do before putting your Porsche back into action.

First question is what did you do before putting it away last fall? Hopefully you changed the engine oil, removed the battery and gave it a good charge, cleaned and waxed it and maybe applied Armor All to the wheels and tires, and you did add a little fuel stabilizer to keep the fuel nice and fresh all winter didn't you?

Now that you have remembered what you forgot to do last fall you can move on to what needs to be done now.

Step 1 – Check and set all tire pressures.

Step 2 – Charge the battery fully and reinstall it if it was removed. (Some newer models it is best to leave the battery in the car and use a trickle charger to keep the battery charged).

Step 3 – Wash the Armor All off the wheels and brake rotors.

Step 4 – Check the engine oil level (remember with some models the engine needs to be at operating temperature when checking the oil level).

Step 5 – Start the engine and allow it to idle while you do a complete systems check. Check the brakes and clutch for proper operation, check the wipers and lights, etc.

Step 6 – Before hitting the road test the brakes again in your driveway, this

includes the hand brake operation.

Step 7 – Now it's off to the gas station for a fill-up of premium fuel and with the tank full add a little Techron fuel injector clean.

Step 8 – Now head out someplace safe where you can give your summer beast a good workout. Give everything a good exercise, including the brakes. If your model is equipped with ABS, warm up the tires and do at least one hard stop to actuate the system and ensure it's working properly. Also check the traction control system operation.

Step 9 – Have your Porsche tech inspected.

Step 10 – Gather up your helmet and head out to an NCR driving event.

Cooling System Evolution

Porsche engine cooling systems have come a long way from the early 356 air-cooled to today's liquid cooled systems. The evolution from air-cooled to water-cool has been pretty much controlled by emission control requirements. The early air-cooled engine tended to run a little hotter and had wide temperature variations depending on outside air temperature and vehicle speed. Another problem is that unleaded fuels tend to make the engine run hotter.

The 356 models used a generator driven cooling fan mounted in a fan shroud, which directed air past the cylinders and heads. An oil cooler is mounted inside the shroud to allow the oil to be cooled.

The 911 series is a little more sophisticated than the 356 models. The system operates much like a 356 with one exception: the 911 runs a bit hotter. The 911 engine mounted oil cooler works better than the 356 series. The 911 also has a front mounted oil cooler connected to the engine by lines running behind the right side rocker panel.

Tech note: with the engine at operating temperature these lines should be warm if the thermostat is operating correctly. On hot days the engine oil can exceed 300 degrees Fahrenheit, but should be kept below 250 degrees Fahrenheit.

The 964 and 993 models usually do not have problems with engine temperature unless the thermostat has failed.

The Boxster, 944 and 996 models' engine temperature runs about 50 degrees Fahrenheit lower than early models in order to control the oxides of nitrogen more effectively.

Tech note: Porsche says their anti-freeze will last forever. I say bull; and recommend changing the anti-freeze every 50,000 miles or 4 years.

The coolant tank is made out of plastic and tends to deteriorate over time. It uses a float to detect the coolant level. The coolant tank is under the same pressure as the radiator when the engine warms up. The coolant tank cap is intended to vent pressure at about 15 psi.





Porsche Intelligent Performance makes Racing Cars even More Efficient

911 GT3 R Hybrid Celebrates World Debut in Geneva

Stuttgart. Exactly 110 years after Ferdinand Porsche developed the world's first car with hybrid drive, the Lohner Porsche Semper Vivus, Dr. Ing. h.c. F. Porsche AG, Stuttgart, is once again taking up this visionary drive concept in production-based GT racing: During the Geneva Motor Show, a Porsche 911 GT3 R with innovative hybrid drive is making its debut, opening up a new chapter in the history of Porsche with more than 20,000 wins in 45 years scored by the extremely successful Porsche 911 in racing trim.

The innovative hybrid technology featured in the car has been developed especially for racing, standing out significantly in its configuration and components from conventional hybrid systems. In this case, electrical front axle drive with two electric motors developing 60 kW each supplements the 480-bhp four-litre flat-six at the rear of the 911 GT3 R Hybrid. A further significant point is that instead of the usual batteries in a hybrid road car, an electrical flywheel power generator fitted in the interior next to the driver delivers energy to the electric motors.

The flywheel generator itself is an electric motor with its rotor spinning at speeds of up to 40,000 rpm, storing energy mechanically as rotation energy. The flywheel generator is charged whenever the driver applies the brakes, with the two electric motors reversing their function on the front axle and acting themselves as generators. Then, whenever necessary, that is when accelerating out of a



1. Power electronics
2. Portal shaft with two electric motors
3. High-voltage cable
4. Electrical flywheel battery
5. Power electronics

bend or when overtaking, the driver is able to call up extra energy from the charged flywheel generator, the flywheel being slowed down electromagnetically in the generator mode and thus supplying up to 120 kW to the two electric motors at the front from its kinetic energy. This additional power is available to the driver after each charge process for approximately 6 - 8 seconds.

Energy formerly converted – and thus wasted – into heat upon every application of the brakes, is now highly efficiently converted into additional drive power.

Depending on racing conditions, hybrid drive is used in this case not only for extra power, but also to save fuel. This again increases the efficiency and, accordingly, the performance of the 911 GT3 R Hybrid, for example by reducing the weight of the tank or making pitstops less frequent.

After its debut in Geneva the 911 GT3 R Hybrid will be tested in long-distance races on the Nürburgring. The highlight of this test programme will be the 24 Hours on the Nordschleife of Nürburgring on May 15th and 16th. The focus is not on the 911 GT3 R Hybrid winning the race, but rather serving as a spearhead in technology and a “racing laboratory” providing know-how on the subsequent use of hybrid technology in road-going sports cars.

The 911 GT3 R Hybrid is a perfect example of the Porsche Intelligent Performance philosophy, a principle to be found in every Porsche: More power on less fuel, more efficiency and lower CO₂ emissions – on the track and on the road.

Text and photographs on pages 14 and 15 from Presse Porsche



World Debut in Geneva: New Top Model in the 911 Series

Porsche 911 Turbo S: Even More Dynamic, Top Equipment all Standard

Stuttgart. The engineers at Dr. Ing. h.c. F. Porsche AG, Stuttgart, have developed a new top-of-the-range sports car for the customer who will only settle for the very best in terms of power, performance and driving dynamics: the 911 Turbo S. The heart of this most exclusive high-performance athlete is of course a six-cylinder boxer boosted by two exhaust gas turbochargers with variable turbine geometry, with an increase in power over the 911 Turbo by 30 to 530 bhp (390 kW). Maximum torque is a most impressive 700 Newton-metres (516 lb-ft). At the same time this new top model comes as standard with all high-tech components available only as options on the "regular" 911 Turbo.

Despite its significant increase in power and dynamic performance, the new 911 Turbo S, at 11.4 litres/100 kilometres (equal to 24.8 mpg imp), does not consume any more fuel than the Porsche 911 Turbo, making it by far the most efficient sports car in its performance class.

The 911 Turbo S comes exclusively with seven-speed Porsche-Doppelkupplungsgetriebe (PDK) (Porsche's Double-Clutch Gearbox) conveying drive power to Porsche Traction Management (PTM) all-wheel drive. Driving safety optimised to an even higher standard is ensured by Dynamic Engine Mounts and Porsche Torque Vectoring (PTV) including a mechanical differential lock on the rear axle. In conjunction with Launch Control on the Sport Chrono Package Turbo likewise featured as standard, 911 Turbo S accelerates from a standstill to 100 km/h in 3.3 seconds and reaches 200 km/h in 10.8 seconds



Top speed is 315 km/h or 195 mph. Extra-light and fading-resistant Porsche Ceramic Composite Brakes (PCCB) provide the same outstanding performance in terms of stopping power and controlled application of the brakes.

The supreme level of standard equipment including Dynamic Bending Lights, 19-inch wheels in RS Spyder design with central locking, a three-spoke sports steering wheel with gearshift paddles, adaptive sports seats, cruise control, a CD/DVD changer and exclusive twin-tone leather upholstery in Black/Crema or Black/Titanium Blue additionally underlines the outstanding class and calibre of this first Turbo S in five years.

The new Porsche 911 Turbo S will be at the dealership as both a Coupé and Cabriolet as of May 2010. The German market price of the Turbo S Coupé is Euro 173,241 including 19 per cent value-added tax and local equipment in the market (the Euro base price is Euro 145,400). The Cabriolet retails in the German market at Euro 184.546, again including 19 per cent VAT and local equipment/specifications (base price Euro 154,900).

The retail price and market launch date vary by region or country. Please contact the Porsche PR Manager of your country in order to receive country-specific information.

Text and photographs on pages 16 and 17 from Presse Porsche

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.

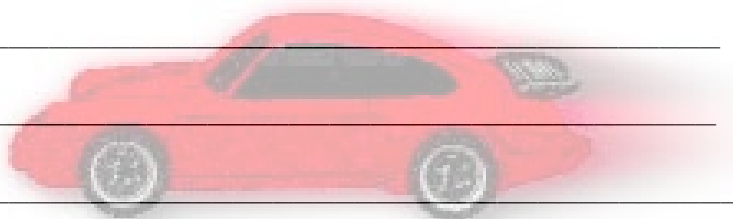
Cut and mail to Matt Romanowski, 243 Elgin Ave, Manchester, NH 03104 or sign up at www.ncr-pca.org

Driver _____

Navigator _____

Membership Number _____

Phone _____



John T. MacDonald 1948 - 2010



On January 27th, NCR lost a beloved member. John MacDonald passed away due to complications after a brief hospital stay. John was a valued member of the NCR autocross staff as a course designer and one of our most popular instructors. John was also actively involved with several other car clubs in the area, including Renegade Miata, BMWCCA, and SCCA and participated with countless other car clubs over the years. That was John...

A memorial celebration was held on February 20th at the Elks Lodge in Worcester, MA. Special thanks go out to Phil and Linda Kogan, long time friends of John, and to Sharon Fraser, John's roommate for the past eleven years, for all their hard work to organize that event. Over 100 of John's dearest friends gathered to pay tribute and share memories of John. Stories were shared, some recalled John's achievements, some were funny and some were sentimental, but all were enjoyed by everyone who came. Some came from as far away as Maine and Pennsylvania to pay tribute to the man that had touched their hearts. That was John...

John MacDonald was born in Brighton, MA, grew up in Marlborough, MA; and served for several years in the Massachusetts Army National Guard. John worked for 20 years at Ellis Imports, in Southborough, MA developing many great friendships and long time customer relationships. John touched our hearts with his ever-present smile, helpful demeanor, and his "story of the week". Some might recall stories about water and snow ski racing, traveling around the country doing circuit track racing, past follies and victories at National events, and it always seemed like there wasn't much that John hadn't experienced. That was John...

John's passion was racing. He participated with Chuck Ellis in the seventies, campaigning an Alfa Romeo Alfetta; and won an NARRC championship during that time. Autocross was John's true love. In 1975, John won an SCCA National Autocross Championship driving a Brabham BT29 in the A Modified class. John's margin of victory (over ten seconds in a class of twenty-three cars) still stands as the absolute SCCA record for any class. He was a fierce competitor and won an impressive number of local, regional, and divisional championships. That was John...

John was an elite autocross course designer. He created numerous courses for local clubs and all the way up to some SCCA national level events. John was a master at linking the elements of an autocross course such that if you did not get the first element right, you would pay for it several elements later but if you got it right, you were rewarded with quick times. Yet as challenging as his courses were for advanced competitors to master, they were just as easy for the novices to follow. He enjoyed messing with people's heads by masking simple elements with a couple extra cones to make it look complex. He has been described as devious in his course layouts yet everyone loved them. That was John...

John was a top-notch instructor. He loved to teach. Many of us remember John for things he has taught us. While most instructors have a teaching "style", John did not. His methods varied with the needs and personality of each student. At the memorial celebration, one of John's recent students was discussing her learning experiences with John, and another recent student replied with surprise, "That's not at all the way he instructed me!" John always found a way to communicate with his students. Suzy tells about her early problems with the direction of entering a slalom to the "left" or the "right" [for the record, Suzy is not dyslexic]. John solved the problem by calling out "passenger door" or "driver door." Katie, another of his students wrote: "I just began autocrossing this past year, and fell instantly in love with it. John was my first instructor. His patience, kindness, mentoring, generosity, and great sense of humor were plain to see. And, he married me to autocross as a fun sport involving lots of very nice people. Who knew? I had always thought of cars as dull mechanical necessities, and car people as, well, likewise. He gave me a new appreciation, and permission to enjoy my car and fellow autocrossers in my own way. He was really quite kind, with a great little twinkle in his eye. Although I knew him for a short while, I will miss him, as I'm sure many will." John silently took pride in helping all of us, including his competitors, to improve our driving skills. He got more satisfaction out of showing people how to drive better than actually getting a better run himself. That was John...

John was always a volunteer. He was one of the first to arrive and last to leave an event. He was always ready to help in any way he could. Even if he could not stay and compete in an event, he would show up to set the course and if he could stay a bit longer, he would help until he had to leave. Whenever thanked for his extra efforts, John always replied, "That's what autocrossers do." That was John...

On his death bed, John asked many of us to think kindly of him while out on the tarmac. We hope that you do. We are planning for a memorial autocross during the upcoming season, and we look forward to seeing many of you there, regardless of club affiliation. You may even see the Caldwell there. Watch the website for details.

John was all of the above and more, but most of all, he was a true friend. Rest in peace, John, we will miss you.



The photographs of John are from several sources:

From NCR members: Miguel Aponte-Rios, Dick Demaine, David Churcher, and Bob Lang of SCCA.

Other photographs come from John's collection and from Phil and Linda Kogan.











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BTW:

Do we have fun?

Ivy and Jay's Impromptu Dinner

We had fun





Never a dull moment ... never a quiet moment ... conversations ranged from food to how to take a corner with an LSD and how fast a 930 can wear out an engine. We had an international moment to include NCR members far away: Janet sent a text to Berthold (in Germany) to say what we were doing. It was way beyond his bed time but he joined in as best as he could from there :-)



Blair Talbot Motors

Date: Saturday March 13, 2010 1pm to 3pm

#1 Spring Preparation for your Porsche.

What: Join us for lunch, discussion and questions and answers about bringing your Porsche out from winter storage.

Where: 89 Industrial Park Drive Dover, NH
603-740-9911 talauto@aol.com

Directions: Spaulding Turnpike(Rt 16) to Exit 8W. Right at first set of lights onto Rt. 9 Littleworth Road. Go straight about .5 miles, then first left onto Industrial Park Drive. After the bend, it's #89 on the right.



Porsche of Stratham

Date: Thursday December 2, 2010 6pm

#3 Learn the ins and outs of automobile Purchasing from some of the best

What: Learn the ins and outs of automobile purchasing from some of the best Come out and support NCR's best sponsor and learn a little something too. Light refreshments served.

Where: 60 Portsmouth Ave (rt 108 N) Stratham, NH
603-418-0299 hrobinson@pastratham.com

Directions: Take Rt 33(Portsmouth Ave) from either 101 or 95. Coming from 101 it will be on your right and from 95 Greenland into Stratham it will be on your left.

Join NCR for Tech Sessions

Precision Imports

Date: Saturday April 10, 2010 1pm to 3pm

#2 Advanced Automotive Electronics

What: We can all benefit from Dick's huge wealth of knowledge about our cars. Light refreshments and fun served

Where: 183 Faltin Drive Manchester, NH 603-624-1113
dick@precisionimports.com

Directions: Take Exit 1 off I-293 to S. Willow St. Head west toward town (away from the mall). Go approximately 1 mile and turn left into Shaw's Plaza. Immediately look left for Precision Imports (and their Bosch signs).



For any questions regarding Tech contact Larry Synger larrysy@aol.com 617 799 1118 Please RSVP to the listed contacts

Parade 2009 Revisited

Will we see you in 2010?

Cole Scrogam



Registration opens March 9 and continues through June 20

Colorado in July, sounds kind of backwards doesn't it? Most people head to the Mountain West to take advantage of powder snow in the winter, but not much snow is to be found in the summer months. "Most people," however, are not Porsche people; where the location is just an excuse to get together with friends that share a love for the Porsche car. PCA holds its annual Porsche Parade each summer at locales around the US and even Canada from time to time, alternating east, central and west coast destinations. The Parade is the premier event for our club, and as PCA grows the Parade has also been growing over the past decades into a world class event that is not to be missed, and the 2009 edition in Keystone, Colorado was no exception.

Most Parades for me have been an opportunity to take the family on a nice summer vacation, AFTER the competition is over! This is going to sound really weird to most of you, but the Concours is what I really enjoy. It's not just seeing all the beautiful cars lined up on some beautiful golf course, or all the people that are around enjoying the sight or even the opportunity to get to see something very unique in Porsche's history. For me, I really enjoy competing in this event, whether with a restoration of a unique Porsche car or a newer model that requires an eye for detail (and very small fingers)...I love the competition. Years ago I was a little more serious about it than today, but that fire

still burns enough once a year to make me think about new projects.

This year was a different story. No project, no car and no competition. I thought about not going at all, but after a lot of prodding by my son Michael we were thinking about turning Parade 2009 into a guy's trip with just the two of us. I was lucky enough to be asked to judge the 356's, so that at least gave me enough of a "job" to put me over the top. There were lots of rooming options, so we opted for a small condo that had a kitchen, pull out sofa and most amenities other than air conditioning. Turns out that omission wasn't a big deal until faced with one of the warmest rooms I can remember, but no matter as cool nights and a few electric fans perched on the window sills made it all OK. Why would you need a room with AC in the Colorado Mountains anyway?

It was a surreal experience to walk around the Concours prep area and not have anything to work on. I always enjoyed it when people would come up and comment on your car and ask questions, so I guess now it was my turn. The prep location was a tad bleak in terms of lighting (note that this year Concours entrants will be treated to an indoor facility for prep) as it doubled as a parking garage, but you could still enjoy looking at the cars and catching up with friends. Some of the cars were really nice, and it was a pleasure to actually meet some first timers without looking out from under a car with sweat dripping off my nose! We actually went to the Goodie Store and had

time to hang out in the Hospitality area before the Concours, which was pretty interesting with lots to look at and served to take my mind off not participating in the competition.

Michael was having a blast! He had a chance to catch up with some friends he made at the Charlotte Parade the previous year, was up and ready for the continental breakfast in the Hospitality suite each day, and had a great time helping some friends with last minute preparations on their 356 Roadster. On the day of the Concours he helped babysit the Roadster for Jim and Leann Huestess while I judged, and managed to fall asleep in a chair on the field. When he woke up, he said he was pretty sure he could feel the skin on his face frying in the sun, and had the sunburn to prove it!

After the judging was over, he took the camera to the historic display and took some photos of cars that he liked. He settled on a nicely restored 550 Spyder and an original 906 that Jim Perrin has owned since Nixon was president, I think, but the Abarth Carrera really caught his attention with its louvered Italian body and classic shape. On the judging field he found a beautiful Blue Cayman with the Aero Kit and one of the Orange special edition Boxsters that stood out in a field of gorgeous cars. We were called back to our friends with the Roadster, it turned out they were chosen to participate in final judging so we helped Jim and Leann arrange the car on the field for a few last minute details. They were so excited to



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have won the Preservation Award trophy in the 356 class, while the overall award went to a very nice 928.

Each day we managed to feed ourselves lunch by making sandwiches from some goodies purchased at a local store, with no girls around that meant white bread with mayo and turkey, and an occasional beef jerky stick with a side of cheese ball and a Dr. Pepper to wash it all down. I wasn't sure if we were having lunch or getting ready for a Super Bowl party! One day we decided after our gourmet guy lunch that a trip to the Continental Divide was in order, and although the rental car protested we made it to the top in only a half hour or so. We managed a short walk up some stairs to take in some beautiful scenery, but had to stand there for a minute to catch our breath at that altitude. It was amazing how quickly you became winded and had to pace yourself physically for just a few stairs. On the way back down we took another break and were getting our breath when we saw one of the riders on the US Cycling team come pedaling to the top. Pretty embarrassing...they were getting a final

test in before the Tour de France began, and we could barely make it back to the car.

I wanted to try and stick around for the Tech Quiz, but we had to get back home early and so we settled for a quick trip to the Autocross instead. I didn't need Michael getting any ideas, but a Parade Autocross is a pretty big deal with the number and variety of cars involved. Usually the Autocross takes several days just to get through the run groups, and the competition can be pretty fierce for those seriously into this sport. The same can be said of the Rally, I guess it boils down to everyone can participate and have a great time at any level, but these events can also be extremely competitive. I love it when first timers show up, they always have such a good time just being there and taking it all in, asking questions and getting a lot of help from those more experienced. It is easy to see future friendships taking place, some of which will last many, many years if not a lifetime. Those friendships really come home to me when we follow the tradition at the Parade of recognizing long time Parade

goers. I won't spoil the surprise if you have not seen it before, but suffice it to say when Mike Robbins has been to over 50 Porsche Parades (most of them in the same 356 Speedster!) that is quite an accomplishment. Won't you join us this year in St. Charles, IL for your first one?

Parade registration opens in early March. If you have never attended and are wondering what it is all about, check the Parade website at <http://parade2010.pca.org>. The 2010 venue is a "resort" Parade at beautiful Pheasant Run in St. Charles, IL, which means everything you need is close at hand and most events are within walking distance. The central location should give Porsche owners from both coasts an opportunity to attend. Priority registration is n March 9th through 11th to give everyone an even start and not overwhelm the server, and continues through June 20th. So put those dates on your calendar and join your Porsche friends for a great time!

**Parade 2009 photographs
continued on page 32 ...**



Looking Back

...continued from page 12

5. You are now ready to begin the actual warm up procedure. Remove the 4, 6, or 8 spark plugs. If you oil-stalled the engine in the fall, you will have to clean or replace the plugs as they will be fouled. If not, you might want to squirt a small amount of oil into each plug-hole now. If you do not feel comfortable in your mechanical ability to remove the spark plugs, pull the center wire out of your distributor cap. The distributor cap is the round plastic thing brown in color (black if you bought a K-Mart special), which has five, seven or nine wires coming out of it. Just pull out the center wire and tuck it off to the side. We will now turn the engine over using the starter motor. The idea is to get some oil circulating on to the machined surfaces from which the oil has been dripping off of all winter. Crank the engine using the starter for 10 secs, wait for 10 secs, crank for 10 secs, wait for 10 secs, do this five or six times. Put in the spark plugs or reconnect the center wire on the distributor cap. You are now ready to start the engine. Start the engine, let it run for three to five seconds and shut it off. Do not let it run above 1500 RPM. Do this three or four times. During this procedure, keep an eye on the oil pressure gauge. We are now ready to start the engine and let it run. Again, try not to run it above 1500 RPM. Before driving the car out of the garage, push down on the brake pedal a few times to make sure they are still there. Now drive the car out of its cave and into the sunshine and shut it off.

6. Wash it! Use plenty of water to wet it down.

7. Time for a test drive. Drive it gently, keep the revs low and go easy on the brakes. Brake discs and drums have a habit of forming surface rust when stored. A rubbing sound on brake application after storage is normal for a few miles. 911 owners: As soon as the engine is warmed up, check that oil level. During the test drive, keep an eye on all the gauges.

8. After a few days of use, change the oil and filter, grease the front end (356's only), and enjoy.



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Now remember this was written in 1980 and more modern Porsches have dual distributors and perhaps other things not addressed here.

Until next month, Judy.



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Parade 2009
...continued from page 30



Abarth Carrera



*Michael at the
Continental Divide*

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Rainer Cooney - Jerry Dascoli

ROLEX 24 HOURS AT DAYTONA 2010

Jeffrey Thomas Brown

Jeffrey Thomas Brown is an avid motorsport enthusiast who resides in Clearwater, FL. When he was a young teenager he moved from Rhode Island to Florida, where he studied the arts, photography, and writing at St. Petersburg College in Tarpon Springs. As a hobby he enjoys working on his E30 M3 and participates in events hosted by his local BMWCCA chapter, as well as any other local races. He currently works for T-Mobile USA, but is pursuing a career in professional racing journalism and media. Veloz Media has opened their doors to help him make this dream a reality.

The Rolex 24 Hours at Daytona was amazing this year, to say the least. Vendors and carnival rides, campgrounds and barbecues. In the dead of a cold winter to some, thousands flocked to Daytona Beach this January. The year-long race series known as the Rolex kicks off with a grueling endurance event. Unmatched speeds in the straights to abrupt braking in the turns, cars claw, fight and pull their way for any advantage. There are no time outs or second chances in this event. Some have not much other than four rolling wheels left at the end, but alas their finishing the race. Teams consist of multiple drivers, dozens in the pit crew but only one car. You can easily lose yourself in the race as time slips away, day becomes night and night becomes day. Leave your yard work at home, your suit at the office and embrace the Daytona experience.

It seems unjust to not mention the support of the special fans that keep this series alive in the US. I met groups from as far away as Canada and as close as next door drive down to watch. In the span of three days Daytona International Speedway transforms into a world in itself. You will see some fans sleeping in their cars and some sleeping in \$700,000 motor coaches. Walking by camp sites, people offer you to join in and eat some food. Our neighboring RV was kind enough to even run his cable to our rig so we could watch on our TV, which was exactly the affordability of everyone present. We were all there for one thing and one thing only...racing.

It is here where you can easily make your way through garages as the teams prepare their cars. You can be walking and have team owners and drivers having lunch right by you. They really make it a hands-on event and get the fans feeling involved in the experience. The PCA had

a big section for their members to park in, looking right onto the track, alongside a tent with food and friends. Take a break down to the merchandise stands and collect some racing memorabilia and a program perhaps. At night you can immerse yourself in a lullaby of exhaust notes to fall asleep. If you decide to take a 3am stroll you see headlights in sporadic orders, on a track 3.56 miles long and only 20% lit, scream by. You see the carousel in the infield brightly illuminated, people resting for the few hours they allow themselves and glowing embers of fires simmered down. Slowly you take a breath and realize you're watching something special with every lap passing by.

With looming rain on the radar for the start at 3pm, teams scurried to replace tires and drivers for the first hour. The race started with about 3 laps paced, and 5 minutes of full course cautions. Once the rain cleared it was smooth sailing with a light sprinkle later. No one ever attributes Florida to being cold, but this January mother nature played a cruel joke. Grey skies, strong winds at night and cold dense air made for a rather chilly weekend. Although the cars ran great, teams were always adjusting the cars suspension in the AM to help keep the tires planted, as well as once it warmed up in the afternoon. The skills and strategy make anyone respect the sport in its entirety. When to change drivers, when to fuel, varying weather conditions are all factors in a 24 hour race to prove who the true champions are.

This event hosts two types of cars sharing the track for the 24 hours. First is the Daytona Prototype which allows the use of different model chassis and certain production motors, all varying enough to make it a very competitive field. There is also room for aerodynamic adjustments, but not much. The second field of cars

are the GT Rolex Sports Car Series. There are Mazdas, Fords, BMWs, Porsches and more that take part, so no matter what your taste, you'll have a team to root for. Many fans had their eyes on a late entry Daytona Prototype car, Action Express Racing. The team owner Bob Johnson and his close ties with Brumos proved worthy, with an average speed of 111.930 mph, they took 1st and weeks prior were unknown entries. Besides Chip Ganassi Racing, who finished 50 seconds behind, no other car was within even 4 laps of the victors.

Speedsource owner Sylvain Tremblay and their #70 Mazda RX-8 were a strong team and took 1st in the GT series. The field was competitive throughout the race, and some teams advanced as others fell back. One team in particular that was on everyone's radar was Turner Motorsports. Turner is a well known BMW specialty shop in New England and has been in racing for years. However, this year was their first year entering in a car that has never previously been raced in a GT class by them, the M6. No one knew how they would fare but after watching them finish, I would assume most are expecting to see them next year. The car ran like a top with minimal flaws the whole 24 hours. Aside from a slipping alternator belt, the infamous cabin heat causing 'melting shoes' and a cooling duct breaking off, all went very well. Will Turner said he now knows what to do for next year, and I believe him. Turner took 8th spot as their first year seemed to be an overall success.

If anyone saw a media crew following the Turner team, it was the crew at Veloz Media. They documented the beginnings to ends of the teams build of the M6 debut in "Journey to 24." It seems more than a regular old racing documentary, it shows the courage to step on new

ground. The teasers leading up to the race can be found online and I have to say, you're in for a treat. After meeting with Brian Restuccia, Marketing Manager, he let me in on the filming. What I witnessed was an intense, in your face documentary. Turner's crew let them have full access to shoot at their garage in Amesbury, MA, in the pits, garages, and after race all in Sony HD. Miguel Aponte-Rios, who's the core of Veloz Media, is the one who brought live web feed to Turner's site if anyone was watching. The crew were all extremely nice and I have to say I hope to see many more projects from this firm.

A long weekend has come and gone. Assessing the damage the last hour walking back to the car it looked like a war zone. Last bits of burning flames, deserted tents and chairs destroyed by short bursts of wind and rain. It almost embodies the 24 hour race in a surreal way. Everyone came in as a whole eagerly anticipating the event and contrary many left broken pieces of what they brought behind. With a stomach full of bratwurst and all the racing fumes I could digest, I head back. I wouldn't trade it for the world and for at least one weekend a month I call Daytona Speedway home. If you couldn't make it out this year make sure you eventually can, because it is unlike any event I promise you'll ever see.





Photographs from Daytona by Timothy Hourihan ... not Porsche pictures perhaps, but stunning none the less.



DE

...continued from page 11


those drivers on the track when the fluid is deposited. Let's keep the fluids in the engine where they belong.

For those wanting to take their car to the next level of performance, you need to have a serious discussion with your mechanic and map out a plan of attack. Porsches are built as high performance machines and can be used 'as is' for DE events. However, if you have a car that is 'older' or has a lot of miles, there are components that could be replaced or upgraded to increase the performance on the track. Don't just focus on performance upgrades. Make sure you consider safety related upgrades as well. The one constant message from seasoned drivers and mechanics is take time to learn how your car performs and then make changes in small increments. Small changes allow you to really understand the impact of the change on how your car handles. It is also a bit less stressful on the bank account....

That's it for now. Stay safe and warm and as always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

See you at the track!

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BTW:

From Porsche Purist

A Porsche That Seats Just One – We'll Take Two



A Porsche That Seats Just One – We'll Take Two

Posted: 18 Feb 2010 09:01 AM PST

Using a Porsche 911 as his muse, Singapore-based design student Rohan Verma created this concept Porsche Chair based on the side profile of the 911's window frame. The seat brings to mind the company's tradition for designing sleek, elegant automobiles.



Verma introduced the concept chair as part of a portfolio of other modern work on design site coroflot.com. While borrowing queues from the side profile of the 911's window frame, the contemporary chair looks more like an exotic piece of art, inviting guests to feel the comfort and luxury while decorating modern spaces in style.

SALE:** 1993 RS America Track car build # 200. Arctic White about 90,000 miles. An incredible track car. No Sunroof, No Radio, No AC. Does have LSD. Shortened gears, Monoballs with JIC Magic Suspension, Turbo Front brakes, Safety Devices Cage, Fresh Harnesses, Momo Steering wheel, Traqmate GPS, Sparco "bird cage" driver's seat, Evo passenger seat, 3.8 rear wing, Protomotive chip, Fabspeed exhaust and headers, rugs, airbags, and lower dash removed, complete body repaint including interior in 2009. Original Cup rims powder coated black with Toyo TS1's, as well as Fikse FM5's with Toyo RA 1's. Rennline pedals and Trackmats, Lightweight Odyssey Battery, Lexan rear quarters and rear window. Very light, very fast. Needs nothing. Freshly serviced with all fluids replaced including brake fluid, engine and transmission oil, valves adjusted, tuned. Excellent recent leak down results. Serviced by EPE. Perfect. Recent unexpected change in financial situation forces sale. I never planned on selling this great car. Asking \$38,500. I can send lots of pics. Paul Frucci pfrucci@yahoo.com or 603.491.2265.

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 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

We still have one **NCR calendar for 2010** available ... \$19 mailed to you ... contact David at: DavidChurcher@comcast.net

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President

...continued from page 6

your generosity and note any special wishes. Donations via Paypal may be made through the Rennwish website.

You may also follow John's fundraising updates and reports from Haiti on facebook by going to

<http://www.facebook.com/pages/Project-Rennwish/260653802620?v=wall>

Or go to the website to either donate or follow along at:

<http://www.rennwish.org>

Please think about donating as it is a wonderful cause. They need our help.

JOHN AND JENNIFER...Thank you! Thank you for all that you do and have already done for the people of Haiti.

Also a BIG THANK YOU TO NCR for the donation to helped out this troubled nation.

I thought I was done with the article until...well...I received a phone call from Haiti. Yes, from our very own John Dunkle. Reporting in that things are okay and that they are doing their very best to make the children safe. I was in awe when John called. I am just so very proud of everything he and his group do. We can learn from people like John. Wow, can we ever. I can't say it enough. Thank you John and Jennifer for all that you do!



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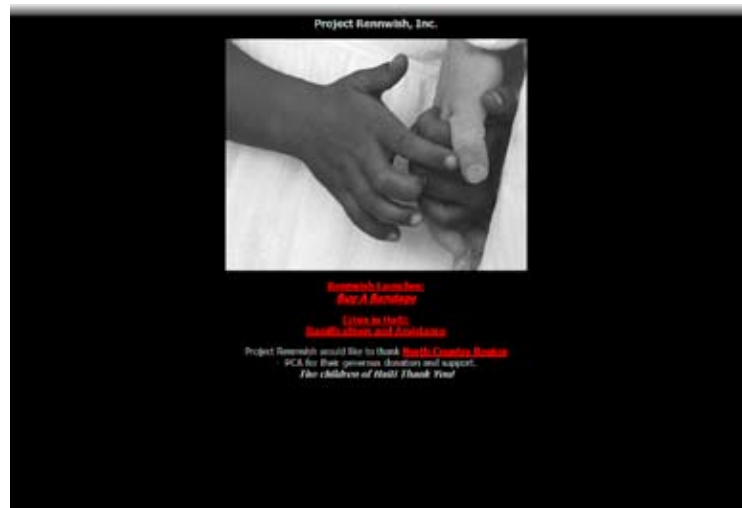



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At right is the home page from www.rennwish.org

Pages 41 and 42 contain the text of John's recent email and a few of his excellent photographs.



-----Original Message-----

From: Project Rennwish [mailto:rennwish@rennwish.org]

Sent: Monday, February 22, 2010 12:38 PM

To: rennwish@rennwish.org

Subject: Thank You and Updates from Haiti...

I returned from Haiti again late Friday night and wanted to once again - say thank you for your wonderful support of our projects and programs. Frankly, without you - we could never continue and sustain all of our projects and programs in Haiti. For that, here are some brief updates from this last trip.

Bamachan: We have committed to this village to do as much as we are able to fix their well/water crisis, and have added this village of 1,700 people to our programs on the Rennwish site (<http://rennwish.org>). You can read more about this project either on <http://rennwish.org> or on a blog I've just started at: <http://rennwish.blogspot.com/> - which I will try to keep updated on the many issues confounding the relief efforts and our projects.

A brief recap from this trip last week:

Dani Tomczak, a student enrolled in the Long Beach High School, collected \$561 that she decided to allocated for the vegetable garden at Pastor Andre's orphanage. The children have been hard at work and a few days ago - the soil was tilled, planter tables constructed, hoes, rakes and other hand tools purchased - and the planting started! You can read more about Dani, her mom and four young adults as they accompanied Project Rennwish in Haiti on our site in the next day or two.

Rennwish & Pastor Andre's orphanage: We are accelerating the completion of this orphanage to assist with caring for additional "newly created" orphans. We are pleased to announce that we contracted and have installed new windows and doors, new beds, mattresses, additional food, etc. It is critical we maintain our momentum on this project, so next is: completion of several rooms, install electricity, install water/tanks, complete the cooking kitchen, etc.

Rennwish & Pastor Vilnor's School: Once again, we restocked and used our school as a food distribution point for several thousand local residents, refugees and many of the children in our foster programs. A



huge “thank you” to Pastor Vilnor and the members of his staff who turned “bulk” items (rice, beans, pasta, etc.) into family packs for hundreds of women, children and refugees.

A special thanks to Patrick McCall, a private pilot, who flew in tons of food last week. For his efforts alone, I believe we distributed about 7 tons of food during eight days last week. We distributed it to three villages, the orphanage, children in need and refugees. Patrick, along with other private pilots, are the true “heros” who have delivered food to grassroots organizations, like us - who have been responsible for most of the food distribution to the “people” to date - certainly that is true in the Cayes region, as International and syndicated “International Relief” agencies have largely failed to get food into the hands of the people - as they have had no experience working within Haiti or the local Haitians.

We have much on our plate - and there are other programs and projects still left to be addressed, but know how appreciated your continued support means to those in need in Haiti. In short, this small organization and others like us, are the ones who are touching the people directly. We, along with the people of Haiti, fervently hope that the larger and well-funded International Relief agencies figure it out before it is too late. To that end, we are trying desperately to spread the word and develop a plan so that the needs of the Haitian people can be met on a basic level. More on this item in the very near future.

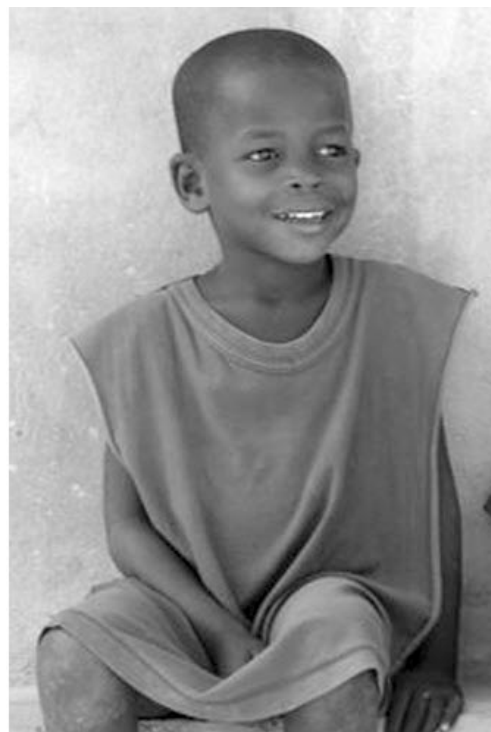
Again, my thanks to all of you for helping us succeed on a small scale. But, for all we have touched within our projects - it is a huge accomplishment.

As our work and programs continue to expand, I believe we must not fail in any aspect nor for any reason. Our actions are accountable to all the children and people in Haiti. And the world is watching along with millions of Haitians, so “failure” is not an option.

My thanks to all of you - who continue to support our work. We have a long road to walk - but each journey begins with a single step - and we started this journey years ago.

My Best Always,

John Dunkle



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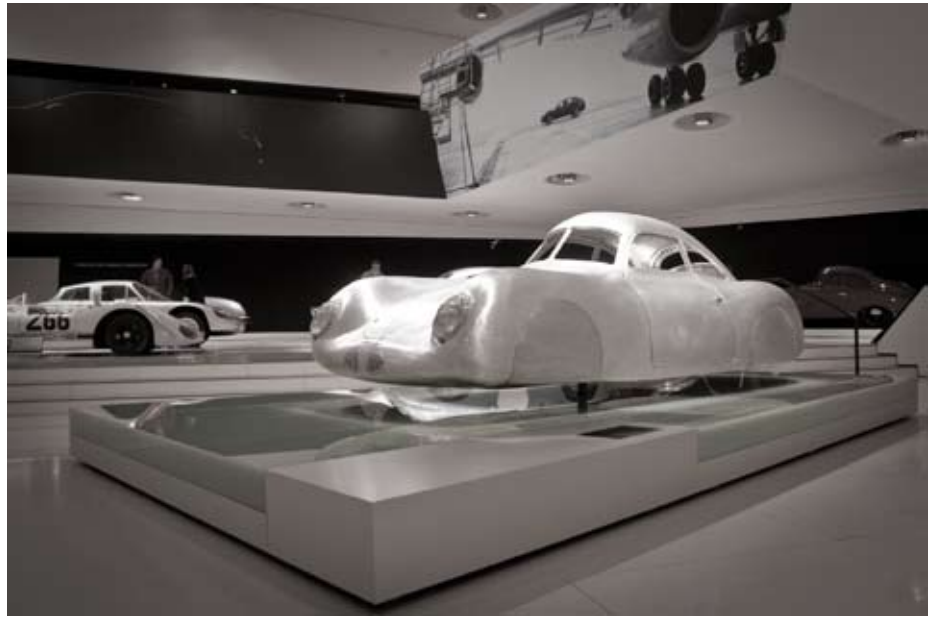
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NEXT MONTH

Expect detailed coverage of the Amelia Island Concours. Lots of photographs and lots of stories. Given the huge NCR representation at the event there should be stories to tell and perhaps stories not to be told.

Zone 1 Tech Tactics coverage by Jack Saunders

NCR's first Tech Session for 2010

Details will be announced for the NCR Speedo contest and photo shoot.

Technicians in the Black Forest indicate surprise material is coming to us.

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Volume 33 Number 3

March 2010

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