

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 34 Number 5

May 2011



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Make-A-Wish 2011

Impromptu Pasta Meeting

Spring Rally 2011

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NORTHLANDER

NORTH COUNTRY REGION
Volume 34 Number 5

PORSCHE CLUB OF AMERICA
May 2011

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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 50 for advertising rates.

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On the cover



The 2011 Make-A-Wish event provided many photo-ops. Toni Surdam and her Canon were ready for those photo-ops. More photographs by Toni inside Northlander.

Photograph by Toni Surdam.



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CALENDAR

**5 7 10
14-15
22 24 29**

MAY 2011

AT A GLANCE

Date	Event	Location	Time	Contact Email
May 5	NER NHMS	NHMS, Loudon, NH		Bruce Hauben bmh993@porschenet.com
May 7	Car Control Clinic	NHMS, Loudon, NH		Brian Arenstam barenstam@metrocast.net
May 10	Board Meeting	TBA	6pm	Jay Gratton jeg914@aol.com
May 14-15	Zone 1 Concours and Rally			http://zone1.pca.org/
May 15	NER Autocross			Cuan Coulter
May 22	Autocross #1	Ft. Devens, Ayer, MA		Joe Kraetsch autocross@ncr-pca.org
May 24	Jay & Matt Impromptu Dinner	see page 39		
May 29	NER Autocross			Cuan Coulter

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



Jay Gratton

I must tell you if you have never done a rally in a 356 it is a real treat, motoring at its finest!

As I sit down to type my May article for *Northlander*, I am fresh off of Paul Tallo's spring rally. What an outstanding job Paul and friend Bill did in assembling their first ever rally. The rally started in Auburn, NH, and wove its way through the back roads of Goffstown, Amherst, Mt. Vernon, Dunbarton and into Concord to conclude at The Draft restaurant which is owned by NCR's own Andy and Laurie Sanborn. After years away from rallying my Uncle Steve returned with a vengeance to be my trusty navigator. Only problem is, he gets car sick! Fine with me, I will navigate. Now the only problem was finding a car. My 914 still was in storage up in Maine and Uncle Steve's trusty 1977 911 3.0 Euro was getting brake work done on it. All I needed was to find a ride to carry Steve and me to victory. As always, Judy Hendrickson was more than willing to let me use one of her fleet in the rally. Of course I wanted to drive her pristine 914-6, but my uncle doesn't like the 914 shift pattern, so how about her 993 Jelly Bean? Nope, just had a clutch put in it and I wanted Judy to break it in her way. So sadly we were left with her gorgeous 1965 356 SC Cab to slum it in. I must tell you if you have never done a rally in a 356 it is a real treat, motoring at its finest!

Regardless of the brisk morning air, Uncle Steve and I were determined to keep the top down. With the heat a blazing and jackets on, we blasted down back country roads with smiles glowing! Of course we didn't win, but I suppose that is to be expected when my parent's show up. This is something like 15 in a row for them if my math is right (which it rarely is). I really do think my parents came back from Florida early to simply win the spring rally and then act shocked when they win. I am launching a full scale PCA investigation into this matter and I am making it my platform for next year's election to not allow my parents to compete in rallies anymore.

The driving season is in full swing now. Our first DE event is behind us now and our AX season is upon us as well. Make it a point to come out this spring and summer and see why NCR has the best AX and DE programs in ALL of PCA. Our AX and DE programs are geared for first timers and we have outstanding novice programs with excellent instruction from experienced instructors. There is no reason not to make this driving season the season you try DE or AX. Don't hesitate to contact either Mark Watson our DE Chair or Joe Kraetsch our AX Chair.

Finally, the first weekend in May we have Team Preparation H racing in the 24 Hours of Lemons at NHMS. The team is made up of 5 of NCR's finest: Mark Nadler, Judy Hendrickson, Mike Wooding, Matt Romanowski, and I. Our 1997 GTI is "burning to win" and was set up by Mark Nadler and Bob Pickul and looks amazing. Hopefully we will be bringing home the 1st place prize of \$1,500 in nickels. I am sure we will have a follow up article in next month's *Northlander*. I look forward to seeing you all out at an upcoming event soon. Drive safely!



Tracey Levasseur

It appears that ethanol's chemical properties could cause serious problems to older vehicles which is a major reason HVA's legislative watch dogs are busy in Washington...

Hagerty, the historic vehicle insurer, recently reported in their members' magazine on the work the Historic Vehicle Association (HVA) was doing in Washington DC. HVA submitted a report to Congress on scientific findings by the Department for Transport in the UK. The Department for Transport cited the negative impact ethanol has on older vehicles. They compiled this data in their effort to stop their own government from increasing the ethanol blend from 5% (E5) to 10% (E10). HVA's purpose for presenting this report is to stop legislators from backing bills put forth by the EPA for funding that would increase the US ethanol blend from 10% to 15%.

I've mentioned here before some of ethanol's negative points such as using corn, an important food source, to make it and that it takes an enormous amount of energy (derived from fossil fuels) to ferment the corn into ethanol. Then the ethanol must be transported by trucks and trains (which mainly use fossil fuels) because it's too caustic to move via pipeline. But I read this Department for Transport report on the HVA site (www.historicvehicle.org) and discovered more to dislike about ethanol. It's a very technical report but I've attempted here to explain some of the important points.

It appears that ethanol's chemical properties could cause serious problems to older vehicles which is a major reason HVA's legislative watch dogs are busy in Washington. Ethanol has a small molecular structure, the structure contains polar hydroxyl groups and, whether alone or when blended with gas, it has a higher conductivity. Polar hydroxyl groups cause elastomers (the plastic and pliable bits in a car's engine and fuel system) to lose their structural integrity. When blended with pure gas, ethanol's smaller molecules can dissolve into the elastomers causing them to swell and soften, eventually weakening them. This solvent property can strip away sealants, protective plating and other bonding agents leaving them to float around in the engine and fuel system, blocking filters and eventually causing mechanical failure.

The Department for Transport report cites another negative property involving ethanol's higher conductivity, called galvanic corrosion. This involves an electrochemical process in which one metal corrodes preferentially when in electrical contact with a different type of metal and both are immersed in an electrically conductive liquid. Ethanol is a much better conductor than hydrocarbons. So when steel and aluminum are in contact in a bath of ethanol (as they are in many vehicles) they will corrode

faster than in pure fuel. Carburetors in older vehicles are prone to this issue. If ethanol cannot move via pipelines due to these properties, imagine what it will do sitting in a car's fuel system for any length of time!

Oxygen is normally added to pure gas to reduce carbon monoxide and unburned fuel from polluting the environment. This is known as reformulated gas. Reformulated gas contains about 2% oxygen by weight. This is not usually a problem in vehicles, especially those more modern vehicles with electronic fuel injection and oxygen (O₂) sensors which can monitor the air/fuel mixture and compensate for fluctuations. But older, carbureted and early fuel injected vehicles cannot adjust the air/fuel mix as easily and will run lean. Ethanol is about 35% oxygen by weight so when running E10 in older vehicles it causes them to run hotter, eventually prematurely wearing mechanical parts. This enleanment as it's called, also reduces fuel economy, even in vehicles equipped with fuel injection and O₂ sensors.

Ethanol has the potential to prematurely vaporize in older vehicles not equipped with cool down systems and pressurized fuel systems. That is, the hot engine is turned off but there is no auxiliary fan to gradually cool it down. The unburned ethanol sitting in the fuel system may cause vaporization. This can cause vapor lock, stalling or other hot start problems in the older vehicle.

It may be important to note that the Department for Transport, when mentioning older vehicles in its report, was not specifically referring to antique or historic vehicles but vehicles as recent as the 2000 model year. Drive down the road any given day and I'll bet you can spot several vehicles made in 2000 or before that people are using as their daily driver. These vehicles could all be susceptible to the effects of prolonged ethanol use.

The UK's Department for Transport concluded many of its findings using their gas which is only 5% ethanol. With the US currently using E10, it's no wonder HVA is so concerned with stopping the additional funding to increase to E15. Today's E10, in cars not specifically designed for running on ethanol, can weaken plastic parts, strip off protective sealants and plating and cause the engine to run hotter. Any and all of these can and will make many older vehicles undrivable. Increasing to E15 will only hasten the negative impact on those vehicles, eventually filling the junk yards thus negatively impacting the environment as well.



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Bob & Laura Futterer

New Members:

Tate Curti
Manchester, NH – 2000 Carrera

Russ Gaitskill
Sugar Hill, NH – 1987 911

William Jacob
Bow, NH – 2003 Boxster

Robert Hanna
Roxanne Holmes
Exeter, NH – 2007 Carrera 4

Stephen A. Johnson
Patrick Dillon
North Conway, NH – 1992 964

Patricia Neff
Tom Neff
Peterborough, NH – 2008 Boxster

Keith R. Weston
Exeter, NH – 2001 911 / 2008
Cayenne

Member Anniversaries:

2 Years:

Mark B Beaudreau
Sandra Beaudreau
Wood River Jct, RI – 1984 930
Turbo

Mark Ferlan
Bedford, NH – 2002 996 C 4

Charles Bruce Franks
Meg Franks
Hanover, NH – 2007 Cayman

Dennis Schindler
Elizabeth Schindler
Rutland, VT – 2000 Boxster S

5 Years:

Gordon S. Bowersock
Leslie Inman
Lincoln, NH – 2009 Cayman S

Grant K. Cumming
Deerfield, NH – 1993 911

Brian P. Raynes
Lindsay M. Raynes
Madbury, NH – 1980 911SC

10 Years:

William S. Jennings
Joyce Jennings
Melvin Village, NH – 2001 911T

20 Years:

David J. Day
David J. Day Jr.
Portsmouth, NH – 1980 Targa /
1983 911

John F. Pomykato
Jennifer C. Pomykato
Hampstead, NH – 1986 911

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



Matt Romanowski

WIDE OPEN

Low and behold, Xana and I were not more than 15 miles into the rally and we were pulled over in Goffstown ...

Regardless of date, what the calendar says, or when I get the 914 (or 924) out, I don't think of spring being here until we have the annual Spring Rally. Heck, I've been grilling burgers, chicken and steak for weeks. Actually, I grill all winter, but I've been doing it without a winter hat and long johns for a couple of weeks. The 924 only came out the night before the rally, but I'm now ready to call it spring!

In a weird bit of scheduling, NCR's first driving event was our Spring DE along with our Make-A-Wish charity event. You'll read lots more on the DE and Charity Laps elsewhere in this issue, but I have to say just how well they went! We had over 50 kids, families, relatives, and support people including their bus driver out for rides on the track. I think if we took the entire cumulative amount of smiles we created in that one day at the track, it would set a new record at NHMS.

Speaking of getting your Porsche out, I often wonder what everyone's routine is? I'm big on the fall routine, so it makes my spring routine very easy. In the fall, I do all of the service work, give it a good bath, vacuum everything, change the oil, add Stabil to the fuel, fill up the gas, inflate the tires a little extra, put the car on the dollies, cover it, then push it into the corner of the garage. When it comes time to pull it out, all I have to do is roll the car out, uncover, take off the casters and fire it up!

Luckily I got so much done in the fall because this year it was the night before the spring rally when the 924 made its first venture out of the garage. The biggest problem was the amount of "stuff" that had made its way blocking the 924 in. After cleaning the shed out a little and moving some garage stuff to the shed, I was able to roll the 924 out. Like usual, it fired right up and I was ready for the rally.

In a fit of genius, I remember that I needed to register the car! A quick trip earlier in the week had yielded a set of registration stickers and registration. Stickers on the license plate, registration in the glove box, I thought we were ready to go. Lying in bed, Friday night before the rally I remember that I had not had the car inspected! It was far too late to do anything about it and there would be no time in the morning, so we would be rallying sans inspection sticker. Luckily, New Hampshire allows you 10 days to get your car inspected from the day you register it, but the police do not know when you registered your car. I expected

to get pulled over at least once on the rally, but I knew that we would be okay and not get a citation.

Low and behold, Xana and I were not more than 15 miles into the rally and we were pulled over in Goffstown. I saw the officer drive by and turn around. I knew he was coming for me so I pulled into a parking lot with him in tow. Xana grabbed the registration out of the glove box and handed it over to me. The officer glanced in at the registration and said we were fine, but had me wait a minute so he could check my license and registration out. Coming back to the car, he saw our rally instructions and directions and asked if we were lost. After explaining how the rally was sort of like a car scavenger hunt, he offered us help! Reading the clues, he gave us four or five answers! The answers were helpful, but not enough to overcome my poor rallying skills.

The second stop came while on an "unscheduled" sight seeing drive in Amherst. Again, I saw the officer drive by, flick on the blues, heading for me. I pulled completely off of the shoulder on Rt. 101. The officer came up, asked for license and registration, and I explained the situation. After a quick check on me, he let us off to continue the rally. Luckily, he was able to get us back on track with a set of good directions and we were back to the planned route.

We finished the rally, had lots of fun, but missed out on any trophies. It was great to see a number of new and old members on the rally. I'm really having fun meeting new members at events. Remember, come by and say "Hi" when you come out to an event. And remember to get your Porsche inspected!



Mark Watson **MY SPIN ON THINGS**

I'd like to take credit for ordering the great weather that rolled in on Friday and stayed with us ...

We just completed our DE Opener at NHMS and what a great event it was. As many of you know, I was very nervous when we agreed to the dates for our opening DE event. April is such a fickle weather month that we could just as easily get a warm sunny day or 6 inches of fresh snow. In addition to the unknown weather, Saturday was going to be our charity event for the Make-A-Wish Foundation. So there was a lot riding on the weather!

I'd like to take credit for ordering the great weather that rolled in on Friday and stayed with us through Sunday but in the end I believe a storm turned out to sea and dragged in the warm temperatures and sunny skies. NCR's and New Hampshire Motor Speedway's 2011 driving season started with a three day event held April 8 through 10. NHMS highlighted the club and our event on the NHMS website with an article entitled "North Country Porsche Club Lays Down Some Rubber".

Day 1 was devoted to the advanced drivers (White, Black and Red) and to the National Instructor Certification program. Besides an incredible track time for the drivers, we asked Ellen Beck (long time NCR member and currently on the National DE Committee) to attend the event and offer the National Instructor Certification Program to instructors who were not yet nationally certified. In addition, several folks who were in the Black run group attended the sessions to get a better understanding of what it takes to be an instructor in the Porsche Club. Many of them are now on the list to go through NCR's Instructor Development Program. My congratulations to Penn Young, Jim Hanrahan, John Lussier and Jonathan Katz for receiving their National Certification and special thanks to Ellen for conducting the Instructor Certification Program.

Day 2 was our charity day where we had activities which support the Make-a-Wish (MAW) Foundation. This is one of the most special DE days we have each season. The weather was again perfect and we hosted 50 or more MAW kids and their families. We closed the track for DE driving for better than an hour to make sure we had all the time we needed to drive the kids and their families around the track. It is such fun and rewarding to spend the time with these wonderful people that I wish we could do something like this every event. I am sure there will be much more written about this elsewhere in the *Northlander* so I won't say more here other than to congratulate John Dunkle

and his team for staging such a successful activity and to plead my case that I was not going down the front straight that fast; it was my blown out exhaust system that made it sound like I was speeding!

Day 3 was a 'normal' DE day and seemed somewhat anti-climactic given all the other things that went on during days 1 and 2. Overall, we advanced our Instructor Development program, offered our advanced drivers a special day with virtually unlimited track time, made a difference to some very special people through our charity activities, had a wonderful track dinner at Makris and ran a safe event for everyone who participated. I'd say it was certainly a great way to start the season.

Just one thing nags at me: as great as the event was, we did not have enough participation to cover our expenses. In order for NCR to continue to help others in our community, we need the DE program to have positive cash flow so we need to pick up the pace at all of our other DE events. Please look at your calendars and reserve time to attend the Lime Rock event and the remaining two events at NHMS. While we prefer Porsche cars and drivers, we do not limit participation to just Porsches. If you have a friend who is interested in driving at one of our events but they don't own a Porsche, have them contact me or our Registrar (John Lussier) to discuss participation.

Until our Lime Rock event in August, please consider attending the DE events sponsored by NER and Zone 1. Don't forget our upcoming Car Control Clinic; it is a great way to learn about your car and practice driving techniques in a controlled environment. Check out the DE schedule to plan the rest of your driving season and please continue to support NCR's DE program.

As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions and thank you for helping to name the *Northlander* DE Column.

David- Welcome back! NCR just isn't the same without your presence and support.

Until I see you at the track, please stay safe!



Judy Hendrickson **LOOKING BACK**

The body assembly line is something special. I had years ago seen an assembly line in Detroit. There is no similarity. Here at Porsche each car in the line is unique ...

Like April, May's Looking Back comes from 2001. I continue with then new member David Churcher's visit to the Porsche Factory. He has since been back and shared that visit with us as well, but this was his first visit and the first is always special. (Note, if you find some of the spelling a bit strange, remember David is from Australia and speaks/writes the Queen's English versus American.) Also, while David arranged his visit directly with the factory – as he was living in Germany – you will need to arrange your visit through Porsche Cars North America, either directly with PCNA or through your local dealer. Member and Porsche salesman Harry Robinson (Stratham Porsche) can help you with that.

Have you had a memorable travel experience? Please share it with your fellow members by writing an article for the *Northlander*. David is always looking for material from the members and we all enjoy living your experiences vicariously.

From Volume XXVI, Number 5, May 2001

A VISIT TO THE PORSCHE FACTORY

By David Churcher, NCR

If you have read my account of a visit to the Porsche Museum you will be aware of the thrill I had that day. It was on that trip we decided a plant tour would be a good idea and we anticipated a similar thrill. It was a thrill, indeed, and we had a few extras on this trip.

I arranged the tour with the factory by phone and they confirmed by fax. I understood we were lucky to get in at such short notice....only four weeks from when I called to the actual visit. Now that I have been I can see why. Porsche takes it very seriously and makes sure the groups are small and receive maximum benefit from the visit.

Getting to the Porsche plant is, for us, half of the fun. You might recall my friend Martin and I like to eat well and we really love Germany. This trip was planned so we could drop off one car at a hotel where Martin would later do a seminar and then drive on to Stuttgart. We dropped my car in the Pfals and then continued south to Stuttgart in the late afternoon. A lovely, early spring, big sky. Great. I proposed to Martin that seeing as we were close to France we could pop over for a late afternoon

snack and then back to Germany for the remainder of the trip and the planned dinner. We share a peculiar sort of humour. He responded by saying he did not want to drive in France because he could not read French road signs. I believe it is really his fear of French food. But suddenly we were in France. There is really less of a border than between Vermont and Quebec. Martin made mock panic noises and I had to translate signs for him to get us back to Germany. You will recognize this as silly humour but what happened to us next was neither silly nor too funny. Read on.

In the USA we all know about the legendary Autobahn and the speeds reached on them by ordinary people. I am no fan of the USA 100 kilometers per hour (kph) limit but I now have a new respect of sorts for Autobahn travel. Let me precede the next sentences with the comment: my friend Martin is a trained driver and drives fast but with skill. We were traveling at 170kph and about to pull out to pass a car doing perhaps 150 kph. Martin Stops talking, checks mirrors, and moves out. Just as we started to move to the passing lane a BMW went between the rail and us. Another coat of paint on us, or him, or the rail ... and we would have been statistics. Amazingly we both uttered the same expletive and then as the shock passed we began to calculate the speed of the other car....about 230kph. Where did he come from? Did we do something wrong? Was he too damn fast? It was a scare. I said to Martin: "Ah, well. Not too bad. It was on your side." "Not to worry." He replied. "This is a rental car."

So with life in hand and humour still operating we began to look for dinner and a room. Suddenly every village and every gasthaus was filled. No luck. We were told every place near Stuttgart was filled because of a big convention in the city. What to do? Return home? We opted to go in to the city but only to find no vacancies. A small hotel with a friendly clerk was sympathetic, or impressed by Martin's perfect German, and began to make phone calls for us.

She found a place about 5km away. I will mention the name here and recommend if you go to Stuttgart go and stay there. Hotel Wiesbadener Hof in Canstatt, close to the stadium. It does not look like much but inside it is warm and cozy and friendly and even though the kitchen was closed, they re-opened it and cooked us dinner. This dinner, two beers each, a Cognac, a clean room, and breakfast all for total DM225 (about\$110). Our luck was getting better.

The tour groups at Porsche meet at the museum desk at 9:45am...we were two groups of about six persons each. Our guide was a young well-informed and enthusiastic Porsche employee. He started the tour with about 10 minutes of Porsche history and statistics. He included in this the recent near demise of Porsche and the current healthy state of the company. He mentioned the time needed to order your Porsche and added, if you wish, you can pick it up at the plant. On the day you pick it up, they will give you a tour plus lunch. One new car is off the line every five minutes. Indeed we could count one out the gate and one in from the road test every five minutes. The cars go out with plastic pads for shipping protection and are tested for squeaks and wind noises, etc. Who drives them? Employees sign up for the job and, in turn, get the job for a month.

Our first view inside the plant was the engine assembly hall. At the entrance we were shown a completed Boxster engine, a sectioned engine and parts. Have you ever noticed the beauty in these castings? I am a machine designer so I might see a bit more, but I think anyone would be impressed. The castings are a work of art. The assembly line is moving and takes the mechanic and the engine passed stations at a speed of 60 centimetres a minute (about 24 inches) so one mechanic assembles the whole engine. He has about 15 colleagues doing the same thing. If they get bored with it, or each other, they can leave the Boxster line and work on the Carrera line which is adjacent. All engines go to a dyno test to verify HP and this requires a row of 16 dyno rooms. After the test and cooling the engines are separated for assembly at this plant or shipping to the Boxster line in Finland.

The body assembly line is something special. I had years ago seen an assembly line in Detroit. There is no similarity. Here at Porsche each car in the line is unique, different from the car in front, or, the car behind. Every car is built to order. A Boxster precedes a Carrera, and follows a Targa. The line and tools are immaculate. The mechanics clearly are happy campers and bring the Porsche bodies and drivetrains together with skill, enthusiasm, and without noise. No one yells. I did not hear "dummkopf!" at any time. The only bad news story here was to be told if a body part was damaged there was no spare part....the unfortunate customer would have to wait several more weeks. But this does not happen often.

Years ago I read an article written by a Porsche visitor. He commented on the lack of noise in the plant and noted the lack of hammers being used. I have already commented on the lack of distressing noises but I did find a man with a hammer. Yes. He was assembling a door and setting the latch. He closed the door and measured the gap. Opened the door and loosened the bolts. Tap, tap, tap ... gently with a hammer. Closed the door, measured the gap. Opened the door tap, tap, tap. I counted this procedure four times. That car was not going out without it being absolutely perfect.

It was a perfect day and would only be made more perfect by receiving a free sample as we departed. There are no free Porsches, alas, but they are generous with giving us brochures and magazines. As I departed I looked back and wondered if one of the cars I had seen today was going to be mine one day. We did see a white Boxster on the line and Martin did say: "David. There's yours."



WASHING YOUR CAR

By David Byron, San Diego Region

Reprinted from *The Windblown Witness*

(This article appeared in the May 2001 Northlander and is reprinted here as the information is considered timeless and informative as the driving season begins in earnest here in New England.)

It was European coach builders that first applied coatings of animal fats and wax to protect the custom paint on their horse drawn carriages. This tradition has endured over 100 years and is still the best way to protect the paint on modern-day coaches.

Today, the multi-layered finish on your car, from the primer through the top (clear) coat is only .006 to .008 of an inch thick. Regardless of how fine the finish is now, it will deteriorate and dull. Radiant and ultraviolet energy, acid rain, salt, atmospheric pollution, insect fluids, and bird droppings wage a constant war on your car's finish. Waxing provides an easily renewable, transparent barrier between the finish and a hostile environment.

Waxing also makes your car, new or old, look better. Quality waxes now combine enriching oils that "wet" the surface with protective formulas of Brazilian Carnauba or modern polymers for a high gloss shine. This brings us to the subject of selecting a wax. Waxes can be made from a natural wax, usually Brazilian Carnauba, or synthetically made of polymers and acrylic resins. In choosing a wax, here are some things to consider:

Carnauba Waxes

Carnauba comes from the fronds of the "Tree of life" (*Copernicia Cerifera*) native to Brazil. It is nature's hardest, purest, and most transparent wax. Carnauba car waxes tend to produce a deeper, darker, richer shine that is often described as "three-dimensional". Many enthusiasts and show-car owners prefer the shine of Carnauba waxes, especially on black and red and other dark colors. Carnauba waxes bead water nicely, absorb the acid content in rain and hide minor swirls in the paint. Meguiar's No. 26 Pure Wax, Mothers California Gold, Eagle One Pure Carnauba Paste Wax, and Pinnacle Paste Glaze are just a few of the many Carnauba waxes available.

On the minus side, Carnauba waxes are not as durable as synthetic waxes. Depending on your climate, they typically last up to 90 days. Paste Carnauba waxes will outlast liquid Carnauba waxes due to their higher wax content). Some Carnauba waxes can be more difficult to apply and remove. Additionally, Carnauba waxes can be temperamental, occasionally streaking under certain conditions.

Synthetic Waxes

Made from modern polymers and acrylic resins, synthetic waxes offer excellent durability and ease of application. Synthetic waxes can last six to nine months or longer and typically wipe on and

continued on page 39 ...

DE Season Opener At NHMS Make-A-Wish 2011 A Touch of Smiles and Sunshine

Story by John Dunkle

Photographs by Toni Surdam and Ivy Leonard



Every once in a while, a headwind turns into a tail wind and the sun breaks through just in time to warm everyone's heart. On Aril 9th, 2011, that was exactly the case. But I might be getting ahead of myself on this, so let me explain...

Each year, the North Country Region tries to step outside our conventional events and add something to those less fortunate than ourselves. Let's face it, each of us – all of us – are blessed in our daily lives. At the same time, there are children, families and caregivers who struggle each and every day with odds and obstacles none of us could ever imagine. So, this is their story, or rather, our story – about one day, for a moment in time – we brought a lot of smiles that broke through as bright as sunshine that warmed every heart.

You see, I was "volunteered" as NCR's Charity Chair last fall and I was somewhat daunted by my extremely capable predecessor, Paul Tallo. Paul always pulled together wonderful events with ease, so I knew I had some pretty big shoes to fill. And frankly, the success of the event on Aril 9th was through ongoing assistance of this gentleman. Thank you Paul!

Our first event of the year kicked off at our Drivers Education event at NHMS with the traditional Charity Laps and giving rides to children and their families & friends who are part of the Make-A-Wish program. Traditionally, the date of the event is early May – but this year, it was scheduled at the end of "snow-blower" season – April 9th and expanded to involve both the Make-A-Wish families and those in the Dream Catchers program, arranged by none other than the infamous Jamie Gratton. (About the date being so early - there was some conversation about whether Edgar would allow the DE and Charity Laps to be run with tires shod with chains, but Edger persevered and personally guaranteed "spring like weather (always listen to Edger, I guess?).

Well, I won't bore you with all the planning details, but suffice it to say – by all accounts, it was a tremendous success! And how successful? Perhaps the following snippets will illustrate the success....

Early February, NCR and Donna Parker of Make-A-Wish, NH Chapter start setting up the details. When we told her of the



Photographs on pages 14 and 15 by Toni Surdam.

dates, I think she was a little skeptical of a large turnout – worrying about having to dress all the kids in snow-suits and mittens? I really don't blame her..! She thought that attendance might be lower than previous years, but she'd get the word out. And, after the fact – she really DID get the word out! Not only did we have twelve M-A-W families and volunteers with 3 to 7 (yes seven!!) children in tow each, but we also were able to arrange to have the Make-A-Wish official van and the Make-A-Wish tent in attendance.

At the same time, Jamie Gratton, who had been working on the Dream Catchers contingent, arranged for a bus (yes – a "bus"!) to transport the 25 families and children from that organization.

In short – that's a lot of children! And what's more – even more smiles.

As the families and children arrived at the track, they were greeted by Ivy Leonard and Jamie Gratton, and each child received their own personalized "VIP Pit Pass" (Thank you Ivy and Jamie – and to FEDEX for donating the lanyards!), an embroidered event cap stating "Porsche Co-Driver & Make A Wish" (Thank you Dave Harvey of Harvey's Embroidery!), and had free access to any of the "Porsche Race Cars" in the garages and paddock. How free was that access?

Well, two young men from Make-A-Wish spent quite a bit of time in Hank's Red 964 RS. So much time, that I thought they'd never get out. So, I walked up, figuring they might miss seeing the other cars, and asked if they didn't want to sit in some others? One of the young fellows then whispered in my ear "We

do, but we've locked ourselves in and can't figure out how to get out." So, I quietly whispered back "It's OK, I won't tell anyone" (which, well, I guess I just did), and showed them how to unlock the doors. I noticed when they sat in the other cars later in the day – they mysteriously always left the doors open?

As for the actual Charity Laps and those drivers who participated and assisted with giving dozens of pace track rides to about fifty children and friends over the course of an hour and a half (we did run a bit over schedule, as you might guess) – our sincerest thanks to each and all of you. Steve Gratton, Mark Watson, Brian Arenstam and many, many others, did amazing things that afternoon. But, the most amazing thing was....

Each and everyone put huge smiles on dozens of small faces – so bright, that the sunshine from those smiles warmed the hearts of all involved...

As a wrap up from this year's event, we are pleased to tell you that with the proceeds from the shirt sales, Charity Laps, outright donations and events of the day, this year's event was the most successful to date – raising nearly \$4,000 for Make-A-Wish NH Chapter. And that's certainly not to my credit, but rather to the collective credit of each and every one who, in any way whatsoever – donated their time, effort and so freely lent their smiles to so many children in need.

I've always felt that North Country Region is perhaps the most special of any PCA Region. Now you know why...

Thank you.

Make-A-Wish Laps

Story by Matt Romanowski ... Photographs by Toni Surdam and Ivy Leonard



Photograph by Toni Surdam

Everyone has been to an event in their life where they say to themselves – this is really special and I'm glad I'm here to participate/experience it. There are all sorts of events like this. Family events like weddings, births, long in the making reunions. Sporting events like the Red Sox winning the World Series, Celtics wrapping up a Championship, or the Patriots winning another Superbowl. Political events where you will remember the happenings, good or bad, forever. And charity events.

Some of the most meaningful chances I've had to give back to charities have been a result of NCR. For those that remember, our Toys For Tot's car shows, involving the Marines, were great chances to gather funds and toys for children in need. A side benefit was the opportunity to take a Marine for a ride in your Porsche after the event. This was a great time to give back to the people who make Toys for Tots work. I'll never forget the rides that I got to give. Even better, was listening to one Marine who said he didn't need to be belted in to John Dunkle's 914 with a 3.0 liter motor, and watching him grab on for dear life as John spiritedly drove off.

My other favorite charity event has been our Charity Laps for Make-A-Wish. For a number of years, Paul Tallo worked with Make-A-Wish to gather up children and families, delivering them to the wall at NHMS where our fabulous members took over. People from all areas of the club showed up to take these children and families around the track. People made additional donations to MAW, only because it was a good cause and made a difference to these kids who came out for a break from their problems.

This year John Dunkle took over for Paul Tallo and kept the ball rolling. Not only did we have a ton of Make-A-Wish kids, we had a group of kids in the Dream Catcher's program from Goffstown High School. Getting ready for the Charity Laps, we had a full pit wall of kids, family, and friends all waiting to get out on the track. To back it up, we had a group of 50 plus cars from our DE group just waiting to get out on the track and give rides to these kids and their families. Boy, did they ever deliver!



Photograph by Toni Surdam



Photograph by Ivy Leonard

Rather than read my account, I thought we should hear from the people who helped make the event happen, drove kids around, or came out for the first time to just see what it's all about. Here are their words.

Brian Arenstam is our DE program Director of Operations. He is in charge of getting stuff done and working through the schedule, which was extended significantly to allow us time to give more rides to more kids this year:

"As the DE operations manager for NCR I always look forward to the MAW event. It's such a worthwhile cause and it's so rewarding to see the smiles of both the kids and the adults. In scheduling the day I make sure the schedule is such that we can go over the allotted time if need be. During that day the priority is the kids. This year was extra special for me because I now have a race car with a full cage, no muffler, Guards Red and it has decals on it! The kids just love loud and red. Prior to the parade laps I parked by the MAW tent for the kids to play in it and have their pictures taken."

Newly active Social Chair Rich Willey came out to see what this event was all about and his observations were:

"Immediately upon arriving at NHMS I noticed a large yellow school bus at the entrance/registration building. The children on the bus were very excited about being at the track and their opportunity to ride in a race car. Several were heard to shout that they wanted to get behind the wheel of a race car and one was letting the bus driver know that they should take the bus around the track."

"At the pit wall, there were kids and families everywhere. As soon as cars came in to discharge passengers others were jumping over the pit wall at the signal from an NCRer to get a seat. Some needed a "quiet car" others wanted as loud as they could get. Others needed mom or dad to go with them, so a 4-seater was found for the whole family to take a ride. Seems all the children were eager to get a second, third, fourth, ride too. I remember laughing as John D had a good natured nose-to-nose conversation with one youngster about how many rides he had already had. I think the count was 6 but he was ready



Photograph by Toni Surdam



for number 7. To say there was excitement in the air would not do the event justice."

Helping to turn that mass of cars and passengers into smiles was NCR Past President Ivy Leonard. She was seen hustling around pit lane, helping people out of cars, directing others, and getting kids strapped into cars. She was even seen finding a beautiful 997 cab of a participant and loading it up with 5 people! Here is what she had to say after all of her work:

"The Make-A-Wish event is something that is very special to me. There is nothing more rewarding than the smiles on the children's faces when they pick the car out that they want to ride in and really get to ride in it. Not only just ride in it but on a real racetrack! The pit passes dangling from their neck all shiny and bright, the NCR Make-A-Wish hat tipped up ever so slightly. These kids felt like celebrities and we treated them as such. It was their day and nobody else's. They are ecstatic and seem to forget any worries they may have for a few moments. The line of 34 cool looking cars was a site to see as well, to know all of them were there to put a smile on either a child's face or even a parent's face. There were 52 children consisting of Make-A-Wish kids, Dream Catcher kids and their families that participated. There are many faces and names I will always remember, some returning from the last few years' events. There was Andrizzle, as he wanted to be referred to, who returned a hug that lasted almost a minute. That hug was worth more than any amount of money in the world. The fun and excitement. He absorbed it, or experienced it. It was such a moving experience for him he could barely control his emotions. Didn't want the day to end, couldn't let go at the point of final 'thank you' hugs.

"Of course Amelia said she had the best birthday ever – again probably something she will always be able to smile about. Take a look at the website as it really is true. A picture is worth a thousand words!"

Our current President, Jay Gratton, upon seeing the mass of people waiting for rides, quickly ran to the pits, grabbed his uncle's 911, and headed to Pit Road to dish out rides to anyone who would get in. Here's what he thought:

"There is nothing like driving a Porsche on the track! The rush from driving the perfect line and accelerating out of corner is like nothing else. One of my favorite weekends of the year is our season opener at NHMS not only because we finally get out onto the track, but we hold our annual Make-A-Wish day when we give rides to the MAW kids and their families. All of the NCR members in attendance completely understand that this day is about the kids and making their wishes come true. The kids get really excited getting in car after car for parade laps around the track. The more the car looks like a NASCAR and the louder it is the better! Even at 45 mph the kids have a hard time telling the difference between 45 and 145. Since my car doesn't have a passenger seat I am always borrowing somebody's car to use. This year I borrowed my Uncle Mike and Aunt Biff's '93 964 C2 and they were so incredibly generous with letting me use their tires and gas.

"Driving the kids around is so amazing. Seeing these huge smiles on their faces and hearing them giggle when you come onto





the straight and get the car quickly up to 45-50 MPH is always a blast and never gets old. We are so lucky to have the hobby we do and it is my pleasure to share it with these amazing kids. If you have never been to one of our MAW days, please try and make it next year as it is a heart warming experience."

I've saved one of the coolest stories for last. While these folks claim to be lucky to participate, the truth is they are some of the people who NCR is lucky to have in our ranks. Dave Batal and Irene Tien have one of the most popular cars – a black Boxster with orange Hello Kitty stickers and cat paw prints up the hood. The car is an instant hit with the kids (and a few adults too!). Over the last few years, they have been very generous and driven a myriad of people around on the charity laps. Here are their reflections:

"Dave and I were lucky enough to participate in Charity Laps for Make a Wish at the NCR season opener. The "kitty" car, as our Hello Kitty-adorned '99 Boxster was so affectionately named by the kids, made a good 20 laps around NHMS with kid and adult passengers alike. Some kids couldn't stop sharing their experiences at the track this year and last and others simply sat back and enjoyed the growl of the car and the wind in their hair. I just took enjoyment from seeing the smiling faces and enthusiastic energy of my passengers and families. Each time I pulled up into pit lane and picked up a new victim... err, I mean, passenger, the car was swarmed by loving family and friends anxious to take photos to commemorate the day. We took away many lasting memories of having participated in a meaningful and fun event. Mostly, we were honored to have contributed to a day of enjoyment for so many children who face many days of hardship. Thanks to NCR for the opportunity!"

I hope these little stories and observations from the day go to show you why people who were there won't soon forget the generosity and participation of NCR in this great cause. It's a great day when we are able to put our love of cars, Porsches, and a little work together to make a difference for someone. We've been able to accomplish all of that with our Make-A-Wish Charity laps.

Now to start planning for next year. We look forward to seeing you there!



Photographs on pages 18 and 19 by Toni Surdam.

Page 18: John Dunkle makes a point.

Page 19: Top left ... that's Lew Surdam and rider ...

and below, that's Jim Gratton talking to the driver of the Putty Cat Car.



Impromptu Pasta Dinner

Story by Biff Eaton-Gratton ... Photographs by David Churcher



A lively night was had by all who attended the very packed dining room at Matt and Jay's spontaneous dinner on Tuesday, April 26th at the Pasta Loft in Milford. Never having been to Milford or the Pasta Loft, I was genuinely surprised by the lovely town "oval" and a very friendly staff at the Pasta Loft. A great turnout – 17 members. It was great to see and welcome some new faces, Carmen and Tom Pelton, local to the area, and a recent returnee from Afghanistan. Thank you Tom for your service! (And to you, Carmen, for thinking that Tom should have that incredible GT3 on his return) As always the usual seacoast group was in attendance: Ivy and Hank Cowles, Janet Leach, David Churcher and Biff and Mike Gratton. Also attending were Matt and Jay, of course, Matt's wife Zana, Judy Hendrickson, Ellen Benjamin and Paul Termin, Ronald and Lauralynn Aube, Gordon Jackson and Sandy showed up ready for a fun night of socializing. It was great to welcome David back and watch the flash bulbs. We have truly missed you, David!

Lots of enthusiastic discussion about the upcoming Rally, with news that our very special head instructor, Steve Gratton, would be serving as Jay's navigator. Now that should be a HOOT! Lots of discussion as well about this year's AX and DE schedules, and the latest issue of *Panorama* containing an in depth article on Jay and Matt. Congratulations to both of you! You make us proud, and yes – it's not about the cars, it's the people and that is what makes NCR such a special club.



The NCR folks are all smiles even before the food arrives.

Janet and Ivy pause for the photographer.

Rob Aube and Loralyn Batchelder join Matt Romanowski and Judy Hendrickson in exchanges with the neighboring table.



Precision Imports Tech Session



In the theatre industry it's called a "wardrobe malfunction" and in the newsletter industry we just call it "normal" ... sometimes we just can not get all our stuff in a pile and out to meet a deadline. Add to this the chaos at *Northlander's* NH office these recent few weeks ...well. We have the following copy as a substitute for a piece which did not arrive in time.

Dick Horan hosted the annual spring Tech Session at Precision Imports April 16. Hot Dogs were the initial attraction but after Matt Romanowski opened for Dick the attraction became the topic of discussion. Dick proceeded to discuss and illustrate issues with older Boxster engines which have had a tendency to "grenade" ... Bruce Whittier reinforced the sad news of these episodes with photographs and text. And, parts were passed amongst the audience to underline the point.

It seems Porsche has had some difficulties with cylinder liners, oil seals, shafts, modifications to improve things which did not improve things. In short: a sad story and not what we expect from Porsche.

The expression "grenade" refers to a behaviour displayed by early Boxster engines at about 50,000 miles. It is a sudden explosion and disintegration of the engine. Bits fly off the cylinder walls and hit the valves, or, a connecting rod does a "D" punch on a cylinder liner, or, a secondary shaft breaks ...

or ... if the car has not been used a lot the oil seal on the crank shaft quits.

In a quick summary: the newer engines have resolved the issues ... buying an older car one can expect better luck from a car which has been used, even tracked, but not one which has been a garage queen.

The message from this Tech Session is clear and disturbing. And there is plenty of press around to support the topic and the point of view. We have NCR members who have had this experience ... one such member was happily motoring south toward Philadelphia with the top down and sunshine beaming ... then ... strange noises and a "grenaded" engine ... and expensive engine replacement. Not a happy scene.

We must thank Dick for this very salient Tech Session and the message it brings.



Photographs of the Tech Session by David Churcher ... note the parts being passed through the audience to illustrate the points being made ... Porsche engines which had decided to "grenade" were available for inspection.

Spring Rally 2011

Jim & Deb Gratton



The alarm went off at 6am on Saturday morning. When you have been retired for 9 years, 6am is not in the realm of normalcy. The excitement of doing a gimmick rally that we didn't have to put together was a welcome change. Eat breakfast, walk Oliver the dog, pack the Porsche (with the dog), and drive 1 hour and 15 minutes to Auburn, NH, from Kennebunk, ME, was the first order of the day.

Paul Tallo had done an excellent job of publicizing the event as we had 25 cars participating. The number of novices was wonderful to see. New members are the life blood of a car club and are a welcome sight to us veterans. The driver's meeting was informative with much humor and the typical spirit of North Country folks being very evident. The first car was off at 9am. As we waited for our departure time, we went through the questions and directions. Seven (7) pages of trivia questions! This was not going to be an easy rally. Fortunately, all the questions were in order. This can be an unfortunate scenario because when you find the answer to question #3 and you realize you have missed #'s 1 & 2, you immediately turn around and go back looking for your oversights. Consequently, your odometer reading for the rest of the rally is inaccurate.

The quality of the trivia questions and the specificity of the directions spoke well to the time and organizational skills that Paul and his able assistant Bill put into preparing the rally. The scenery was excellent. The views were enhanced by the

sparseness of foliage on the trees. Many of the roads showed the ravages of a tough winter but were very passable.

Paul had estimated the rally would take approximately 2 hours and 45 minutes to complete and was 78.5 miles in length. We spent 4 hours completing the course which speaks to how many times we double-backed to find answers. Yet, we were not the last car to finish. The final destination was The Draft restaurant on South Main St. in Concord. Many stories about getting lost, where the sign was for "Devils" Step Road, or where Route 114 west is, when it runs north and south, were exchanged and laughed about.

It was great to see so many new faces and young people participating in one of the many activities planned by the NCR Board. We applaud Paul and Bill for a very successful rally.

Winners:

1st Place - Jim and Deb Gratton

Runner up - Pete Rokel and Brian Sippel

Novice winners - Will Butler and Maisy Batchelder



*Will and Maisy check out a photo ... greetings from Ivy ... Your car is running fine! ... that is: **Bahama Yellow** ... Bob Sauer and his daughter Rachelle back on course and having a good time.*

Photographs by David Churcher.

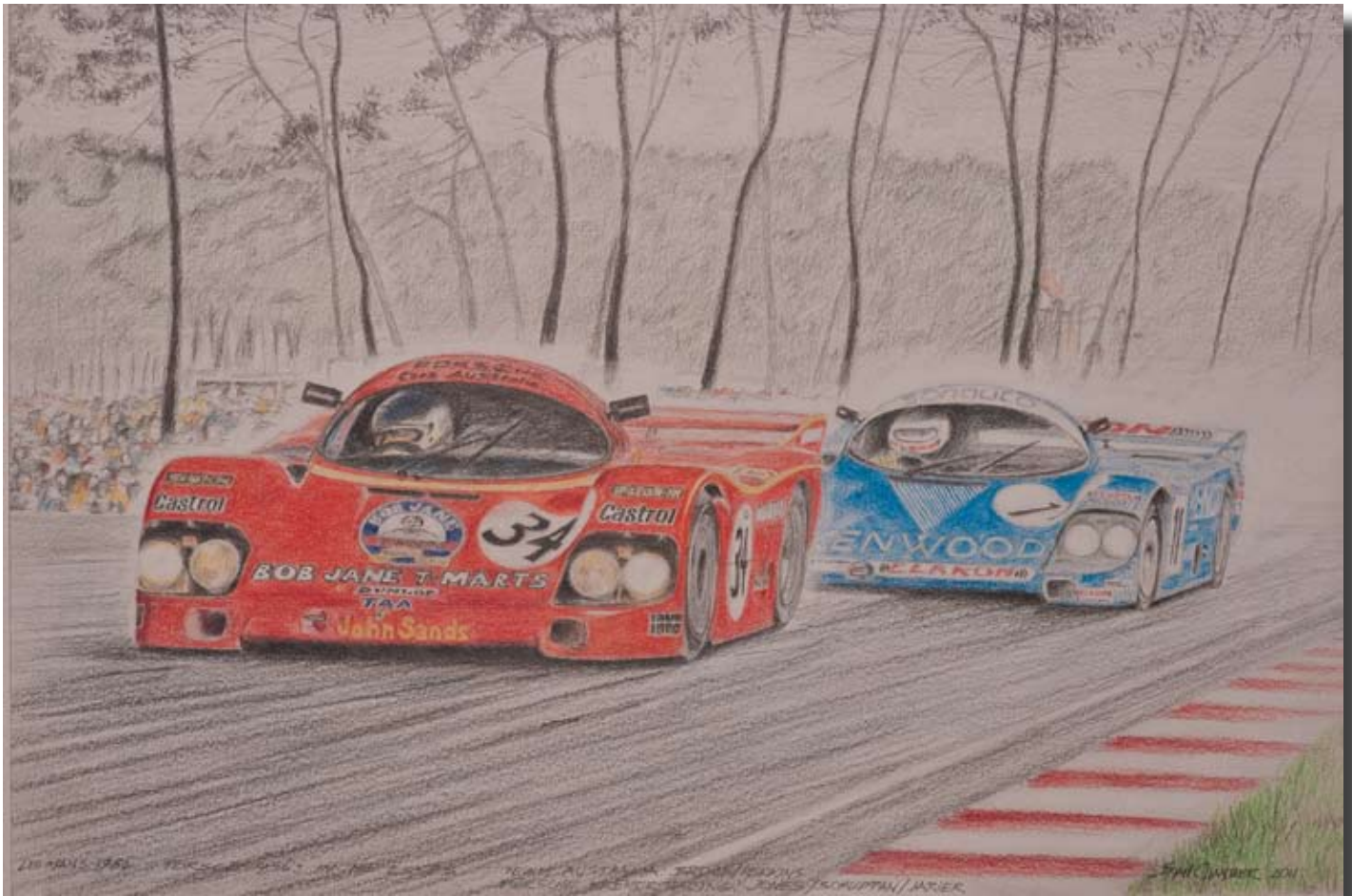
continued on page 30 ...



GT3 RS edition with four-litre displacement. Limited edition racing car: 911 GT3 RS 4.0



Photograph by Porsche.



The Automotive Art of Brian Chandler

David Churcher



Several years ago we had an article in *Northlander* to show some of Brian's automotive art. The trip Judy and I took (*Two For The Road*) also mentioned our time with Brian and Bev Chandler while we were in Tasmania. But before I get in to the more recent stories I should give a little background for the benefit of those readers who are not familiar with the earlier articles.

I met Brian in early 1947. We were seated side by side in Grade 1 and I had just arrived after being expelled from kindergarten. As years passed by we moved in to model aeroplanes and Brian's skill at making scale models from photographs was amazing. I recall his beautiful Mitsubishi Zero which won prizes. We soon learned we could not afford to buy a real aeroplane so the passion for cars began in about 1958.

In the early sixties we both drove a FIAT and dreamed of better things to come. The Alfas and the Porsche were a few years away. But we were blessed to be in Tasmania where, in those days, we had Longford. This was a real road and round the houses circuit which is today enjoying "Longford Revival". In those days it attracted drivers such as Brabham, Clark, McLaren, Maggs, Surtees, Hill, and local Australian heroes of the era. Our passion for car images continued through the years and still rages.

As you may have noted from a recent *Northlander* story Brian has a passion for Alfa Romeo. His artwork favors this passion,

of course, and on a trip about 18 months ago I suggested he needed to add some Porsche material to the collection. He did not let this comment pass by without some thought.

As I entered the studio on the recent 2011 trip I could not miss the new work. Colored pencil drawings. A big Fangio in an Alfa, a WIP of an Alfa cornering at an Australian race ... and two Porsche drawings. One of a 550 at Le Mans on Dunlop corner. Another of two 956 Porsches at the 1984 Le Mans. This latter picture is a composite ... it illustrates the Team Australia 956 closely followed by the 956 driven by Vern Schuppan. As far as we know the two cars were never actually juxtaposed as shown but it makes for a wonderful composition ... especially if you are an Aussie.

"Do you like the Porsche drawings?"

"Oh, yes."

"Good. They are yours :-)"

Ah, and now I have some more original Brian Chandlers in my NH "gallery".



Spring Rally
...continued from page 25



*Clockwise from top left:
Hands up who loves a rally.
It must be spring ... the dafs are out.*

The winners!

*It's easy ... really ... rallies?
The paper work.*



Der Tub Turns 100,000

By Judy Hendrickson (owner)



Photograph at left by Jay Gratton.

Photograph below by Berthold Langer.



Der Tub, a 1965 356 SC Cab turned 100,000 (miles) during the Spring NCR Rally. Carefully driven by guest driver Steve Gratton, Jay Gratton (navigator and photographer) caught the change. We weren't sure it was actually going to happen as Der Tub's shifting was acting up at the rally start, but Edgar Broadhead quickly determined the shifter linkage had simply loosened up. Quick use of the factory supplied tool kit and all was OK. We later determined that the clutch was out of adjustment as well, but the boys got thru the rally just fine.

A Rainy Day At Hershey

Photographs by Ivy Leonard



The weather was less than ideal ... but look how it made those Porsches glow!

Ivy and Hank took a ride to Hershey in the company of The Fuds .. and bumped into Bob Gutjahr and Ellen Beck, and then ... bumped into John Lussier and Paul Jacques of NCR

It's a small world :-)







Porsche Press Release

GT3 RS edition with four-litre displacement Limited edition racing car: 911 GT3 RS 4.0

Stuttgart. With the 911 GT3 RS 4.0, one of Dr. Ing. h.c. F. Porsche AG, Stuttgart's most popular, coveted and successful racing pedigree production cars is entering the home straight. Limited to 600 vehicles, the 911 GT3 RS 4.0 brings together in a road car all the attributes that have made the Porsche 911 GT3 a serial winner on the race track. The new model purveys thoroughbred motorsport technology to its innermost core. The flat engine's crankshaft has been lifted unchanged from the 911 GT3 RSR racing car's six cylinder engine and the forged pistons' connecting rods are fashioned from titanium. The four-litre displacement sports engine, the biggest 911 model line engine ever, is also the most powerful naturally aspirated engine with 125 hp/litre (92 kW). It achieves its maximum power of 368 kW (500 hp) at 8,250 revs per minute. The engine delivers its maximum torque of 460 Newton metres at 5,750 rpm.

The 911 GT3 RS 4.0 offers truly impressive performance. The most eloquent figure: It makes it round the Nürburgring-Nordschleife in 7:27 minutes. The 911 GT3 4.0, available exclusively with a six-speed sports transmission, sprints to 100 km/h (62 mph) from a standing start in 3.9 seconds, its gearing designed for the racing circuit taking it to the 200 km/h (124 mph) mark in under 12 seconds.

The 911 GT3 RS 4.0's outstanding driving dynamics are the fruit of meticulously coordinated details. In addition to using the suspension components typically encountered in motor racing, weight reduction is also of supreme importance. Equipped as standard with light weight components such as bucket seats, bonnet and front wings made of carbon fibre, plastic rear windows and weight-optimised carpets, the two-seater's ready-for-road weight is a mere 1,360 kilograms with a full tank of fuel. At 2.72 kg/hp, the 911 GT3 RS 4.0's power-to-weight ratio thereby dips below the magical threshold of 3 kilograms per hp.

The limited edition 911 is painted white as standard and emphasises its proximity to motor racing by its dynamic appearance. Trademark characteristics are the wide track, the low vehicle position, the large rear wing with adapted side plates, the typical central twin tailpipe and the aerodynamically optimised body. The lateral front air deflection vanes, so-called flics, making their first appearance on a production Porsche, testify to the aerodynamic precision engineering. They create increased downforce on the front axle and together with the steeply inclined rear wing bring the vehicle into aerodynamic equilibrium. As a result, at top speed, aerodynamic forces exert an additional 190 kg pushing the 911 GT3 RS 4.0 onto the road.

The market launch of the new Porsche 911 GT3 RS 4.0 begins in Germany in July 2011. The basic list price is 178,596 euro including 19 per cent value added tax and country-specific equipment.



Green Light for Series Development of the 918 Spyder

Stuttgart. In its session today, the Supervisory Board of Dr. Ing. h.c. F. Porsche AG, Stuttgart, gave the green light for series development of the Porsche 918 Spyder. Reflecting the overwhelming response from the public and customers to the Concept Study, the Supervisory Board gave Porsche's Board of Management the mission to develop a production model based on the car already presented. This concept version of an ultra-high-performance mid-engined sports car with plug-in hybrid technology made its debut at the 2010 Geneva Motor Show and at Auto China in Beijing, hitting the headlines worldwide.

Michael Macht, President and Chairman of the Board of Management of Porsche AG: "Production of the 918 Spyder in a limited series proves that we are taking the right approach with Porsche Intelligent Performance featuring the combination of supreme performance and efficient drivetrain concepts. We will develop the 918 Spyder in Weissach and assemble it in Zuffenhausen. This is also a very important commitment to Germany as a manufacturing base."

The Concept Study of the 918 Spyder allows CO₂ emissions of just 70 g/km, corresponding to fuel consumption of 3.0 litre/100 km (94.1 mpg imp) in the NEDC, on the one hand, and the performance of a super-sports car, on the other. This extremely efficient drivetrain technology then forms a symbiosis in the 918 Spyder with truly outstanding design and high-tech motorsport achievements. Further product details of the 918 Spyder will be disclosed in the months to come.

It's About Friends!

We need your help to run the 2011 Porsche Clash Club Race at Watkins Glen
May 27 to 29
(Memorial Day weekend again)



The Clash brings lots of people to one of the best tracks in our region! This is a chance to see a lot of your friends and to make new ones. We need you and your friends as volunteers. It is the volunteers that make this a great event! We ask volunteer help a full morning or afternoon. What do you, your friends, loved ones, any one you could bring with you get?

Every volunteer will get a Something ... likely a Jacket

Work two times	Dinner the nights you work (Thursday, Friday and Saturday)
Work three times or all day Sunday	A \$100 Zone one Gift Certificate (handed out every evening)
Work on Sunday	Something like a Mug or Cap

Remember it's not the car; it's the people that make PCA!
For further information/application: <http://clash.tobe.com/>

BTW:

ICE CREAM RUN to Hayward's in Nashua

What: Ice Cream run - first of 2011

Where: Hayward's 7 Daniel Webster Highway Nashua NH, near the intersection with South Main St, across from Rivier College

When: Thurs June 9th 7PM

Feel free to meet us at Haywards or caravan there on one of the following routes.

From Bedford NH: Start at the intersection of Rt 101 West and Wallace Rd (small grocery store parking lot). Jay and Matt will depart at 6:15 for a follow-the-leader run to Haywards.

From Londonderry NH: Start at Appletree Mall parking lot. (exit 4 off Rt 93, then west on Rt 102 approx 1/4 mile to mall entrance on right). Rich will lead this group at 6:15 and make a brief stop at the general store (intersection of Rt 128 and Rt 111 in Windham, NH) to pick up any more folks.



ZONE Zone 1 48 Hours of Watkins Glen

Driver's Education

June 17, 18 & 19, 2011

Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years. For more information about the track visit www.theglen.com

The 37th annual version of the Zone 1 - 48 Hours will consist of "Instructor Day" on Friday, June 17 followed by a traditional DE format on Saturday and Sunday. Come and drive with PCA members from the entire Zone and beyond. PCA National Instructor Training is available on Friday for those who qualify with a referral from their region's chief instructor. The cost of the event is \$260 per entrant. To register for the event, log onto www.clubregistration.net and search for Porsche Club of America ("PCA"), Zone 1. Porsches only.

As always, Registration will open on April 15. At 1:00 AM EST. Payment will be via credit card only through www.clubregistration.net. We are no longer using paypal.

For further information, contact your local track chair or email Lou Dauerer at

LDauerer@aol.com



2011 Zone 1 Clash

Zone 1 PCA is bringing Club Racing to the Glen on May 27 - 29, 2011, hosting the 11th Annual Porsche Clash at the Glen.. Bring your friends and family for a fun, exciting weekend of Porsche racing, with two Sprint races for each race group on Saturday and 90-minute Enduros on Sunday!

At-track registration at the top of the hill will open at 4 PM, Thursday, May 26, 2011.

We'll have commemorative jackets for all entrants and a Saturday night dinner will be available for a small fee. Door prizes and sprint race awards will be distributed at this dinner. Extra dinner tickets may be purchased in advance. Directions, Maps and Hotel information can be found at www.theglen.com. Garages will be available for rental on a first-come, first-served basis for \$150/half and \$300/full for the three days.

For those who would like to have some extra track time at the Glen before the event, the Metro NY Region will be holding a Driver's Education event on Wednesday & Thursday, May 25th and 26th, the two days immediately prior. Information concerning this separate Driver Education event can be found on the Metro NY PCA website at www.metroypca.org or by contacting the Metro DE registrar, Dave Hartman, at metroderereg@optonline.net.

We'll have at-track race registration & tech inspection Thursday from 4:30 to 7 pm to process the large number of participants quickly and efficiently to reduce the Friday morning crowd. All at-track registration will be done at the Watkins Glen Registration Building up the hill from the track entrance. The Registration building will be open all three days for drivers and crew to get event credentials.

Each driver must fully complete registration on www.Clubregistration.net, including the Medical and Emergency Contact forms, for entry. A Racer's Biography is optional, but highly recommended. To be eligible to enter a Sunday enduro, the car MUST also be entered in the Saturday sprint race. Entry in the Saturday sprint races is not required for the second driver sharing a car in the enduro. A mandatory 5-minute pit stop is required during the enduro, although the same driver can drive the entire enduro if he/she chooses to. For the Friday and Saturday sprint races, a second driver of the same car will result in one of the two drivers being classed up to allow the car to race in two race groups.

All Entrants are required to have a current PCA Club Racing License. (Completed license application forms must be received by the Club Racing Program Coordinator three weeks prior to the event.)

We plan to fill up each group with as many cars as the track will allow. If your particular race group is filled to the maximum at the time of receiving your registration and prior to May 20th, your name will be wait listed. All stand-by entrants will be contacted immediately should a slot become available. There will be absolutely no new registration at the track! Final cancellation date to get a refund is May 18, 2011. See you at the Glen!

Registration opens April 11th at 9 PM CST. All registrations must be received no later than May 20th, 2011!

Washing Your Car

.. continued from page 13

off easily. These waxes create a very bright shine and are resistant to clouding and streaking.

On the down side, many enthusiasts feel synthetic waxes lack depth and richness. Black cars can look a little sterile or silvery white in the direct sunlight. And, the mirror-like polymers can collect minor swirls and highlight flaws.

Show-Car Tricks

Detailers that prepare show cars will often layer a Carnauba wax on top of a synthetic wax. The synthetic wax acts as a gloss layer while the Carnauba wax adds depth and liquidity. One combination that works well is an initial coating of Klasse All-In-One followed by one or more coats of Pinnacle Paste Glaz or Souveran wax. The latter two waxes are super-pure Carnauba waxes that can be layered without any yellowing effects.



BTW:

Paul,

I just wanted to say thank you once again to you and Bill for all of the time and effort put into making today's rally a really fun and challenging event. This was our first rally and my wife's first exposure to PCA-NCR and we both truly enjoyed it.

Respectfully,

Michael Lucci

BTW:

Vintage Panorama's (70's) - free to "good home". Contact Bob McDonough, 603-889-5469, Nashua area. Add to your collection or gain assets for next year's PCA Hershey Swap Meet.

BTW:

The tremendous success of this year's Make-A-Wish event gave us opportunity to pause, and think how much that program has blossomed over the last few years of Paul Tallo's guidance. Paul quietly devoted hours to planning and coordinating details for that, and other, charity causes supported by NCR. He rarely stepped into the limelight, yet his dedicated involvement in those events laid the foundation for the program it has become. The kids, the needy, thank you Paul, and so do we!

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BTW:

Jay and Matt are heading north to Meredith, NH to socialize with our NCR members in the Lakes Region at Giuseppe's famous pizza! May 24th @ 6:30 at the Mill's Falls Marketplace. Giuseppe's is at the junction of Rt. 3 & 25 in Meredith, NH. Contact Giuseppe's @ 279-3313 and RSVP to Jay Gratton @ JEG914@aol.com



Your friends down south in the Northeast Region/PCA invite all NCR drivers to join us during the 2011 track season. You'll note 3 NHMS events including a Novice Day and **weekend events**. Get all the details at www.porschenet.com or... in the Noreaster, which you may read on-line.

Feb 20	a	Sunday	Ground School
May 5	bg	Thursday	NHMS Normal DE & Novice Day
June 4-5	cg	Sat - Sun	NHMS
July 7-9	cdg	Thur - Sat	Calabogie
July 11-13	cdg	Mon - Wed	Mont Tremblant
Aug 26-28	cdefgh	Fri - Sat	Watkins Glen
Sept 16	g	Friday	NHMS

*(a) HMS, Danvers..... (b) No students with more than 3 track days experience..... (c) Beer & Wine Social..... (d) NER's Signature Enduro
(e) Embroidered shirts... (f) Italian dinner @ Lakeside Park... (g) Extended passing for Black and Red groups... (h) Buffet lunch in Media Center.*

Questions about details? Contact Bruce Hauben, Track Chair at bmb993@porschenet.com or call 978-95-8517 before 8PM. Registration is quick and easy at www.clubregistration.net.



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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

SALE: * 2007 Cayman S; 3000 miles; perfect condition and stored in climate controlled garage; comes w/ 7 year tire warranty and 5 year Resistal protection. Meteor gray, with heated power seats, Auto Climate Control. Bose Surround, Bi-Xenon Headlamps, 6 Disc CD, Tiptronic, the Preferred Package Plus w/Tip ... \$42,000 Charlie Contarino 603 329-7307 ccontarino@aol.com

SALE:* 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires. Mileage = 176,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

SALE:* 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great! Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

SALE: * 1986 Porsche 930 Turbo ... \$42,500. 33,000 miles, 3.4 RUF engine, 6 speed T-50 and LSD, original paint, full RSR coilover suspension, 935 distributor, Porsche Motorsport 962clutch, 995 Twin Turbo brake system. This car has over \$75,000 in mods, over 500 HP, and goes over 200 MPH ... KIM 603 679 8004, cell 603 765 9230

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SALE:* **Toy Story** - reducing and restructuring inventory. The White Whale: 2000 Ford F-350 7.3L diesel, 176,000 miles, well maintained, Banks Stinger Plus kit, full ARE cap, available with or without like new Fisher 8' HD plow. \$14,000/BRO or \$17,000 with full plow setup. Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com

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

More Toys - 1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass bodypanels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$40,000.00 obo. Pictures and more details available upon request.

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

SALE:* 1992 Porsche 968 Coupe, 94K miles, Coral red metallic /grey leather, 6- speed manual. Two owner. Two sets wheels/tires. Complete service bible. Original monroney sticker. Local car 1st and 2nd owner. Excellent condition. No track. Original condition. No alterations. \$11,000.00 Harry D. Robinson (603) 335 3024, (603) 617 9930 (C)

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BTW



*Recently seen at a Harley Davidson meeting. Looks familiar.
Any clues?*

NEXT MONTH

Next month is June already, it might even be summer ... and we will have had our Car Control Clinic and the first autocross. We have more technical articles from Bruce Whittier and who can guess what surprises Porsche will have for us? Jack Saunders promises stories and photographs from his European trip.

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NORTHLANDER

Volume 34 Number 5

May 2011

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