

NORTHLANDER

NORTH COUNTRY REGION

Volume 35 Number 1

PORSCHE CLUB OF AMERICA

January 2012



IN THIS ISSUE:

The New Look Of Northlander

Singer Vehicle Design's 911

Selecting Your GT3

BLAIR TALBOT MOTORS

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A YEAR IN THE MAKING

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Edwina and John Stuart Mills
Raced their Porsche through snow-covered hills.
Had they taken care
They'd have brought it to Blair--
Avoiding both potholes and spills.

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DIRECTIONS: I-95 to Spaulding Turnpike, exit 89 (sign reads: Madbury);
RIGHT at lights onto Rte. 9, Littleworth Road, over bridge; 1st LEFT onto Industrial Park Drive,
after bend, 489 on right. WELCOME

graphic design by: Susan Perino, soperino@tdc.com

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pour elle (pils) 'ti

mean: "Something, such as a game or problem, that requires
ingenuity and close persistence in solving or assembling."
verb: Take it as is Blair.



Solve THIS puzzle at www.BlairTalbotMotors.com

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JOIN US IN MARCH FOR THE NEXT



• Bring car pix from past pca events •
YOU choose the Q&A tech topics

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Spring is here, you're going to want to get out and DRIVE...



**Think outside the BOXster-
Take it to Talbot's**

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Top of the Line

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**ALT NICHT: KLASSISCH!
NOT OLD: CLASSIC!**



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a promise,
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The tools were all hung on the pegboard with care.
In hopes that fair weather soon would be there.



Best Wishes for Happy Holidays!

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Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 44 for advertising rates.

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PORSCHE CLUB OF AMERICA
January 2012

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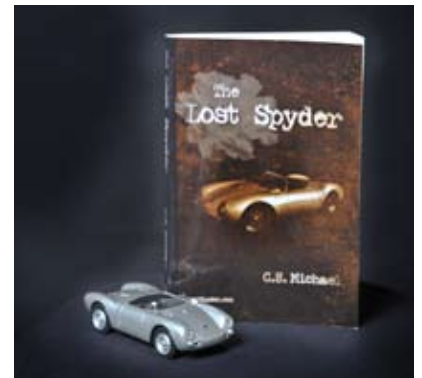
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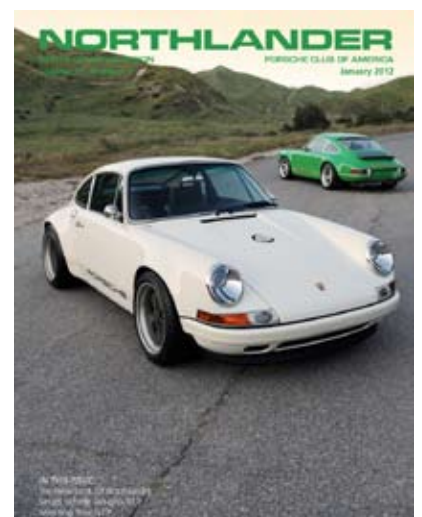


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On the cover

Singer Vehicle Design caught one of our editors by surprise. This gem has been around for 18 months and has gathered quite a following. And for good reason. See our article and centerfold.

Singer Vehicle Design provided details of the car, the list of options, and some really nice photographs. See page 18.



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CALENDAR

10 12 14 15 22 23 24 28

JANUARY 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact /Email
Jan 10, 2012	Board Meeting	TBD	6pm	J. Gratton president@NCR-PCA.org
Jan 12, 2012	RSVP for Yankee Swap ... see January 22			
Jan 14, 2012	Planning Meeting	Exeter Mills Apartments	12:00 - 5pm	J. Gratton president@NCR-PCA.org
Jan 15, 2012	Dead Line for Northlander contributions			
Jan 22, 2012	Yankee Swap	The Yard Restaurant, Manchester	4pm	Rich Willey social@NCR-PCA.org
Jan 23, 2012	Sleigh Ride Sign Up ... see Feb 25			
Jan 24, 2012	Jay and Matt's Spontaneous Dinner ... see below			
Jan 28, 2012	Tech Session	Exotech, Plaistow NH	1pm	Matt Romanowski vice-president@NCR-PCA
Feb 7, 2012	Board Meeting	TBD	6pm	J. Gratton president@NCR-PCA.org
Feb 15, 2012	Dead Line for Northlander contributions			
Feb 25, 2012	Sleigh Ride	Charmingfare Farm, High St (Rt 27), Candia, NH	5pm	Rich Willey Social@NCR-PCA.org

Jay & Matt's Spontaneous Dinner: the 4th Tuesday of every month. For January we are heading back to Milford to the Pasta Loft. January 24th @ 6:30 The address is: 241 Union Sq. Milford, NH (603) 672-2270

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



Jay Gratton **The Rolling Chicane**

Please make it your New Year's resolution that 2012 is the year you become involved or even more involved with the Porsche Club ...

I don't like telling my in-laws I told them so, but I did tell them. My mother-in-law Mickie has always driven small, four door, standard transmission, American sedans and my father-in-law Brad has always driven American trucks as their daily drivers. Then a year ago, Brad bought a very nice Chevrolet Malibu for Mickie to try something new. The car was very nice, but Mickie never really took to it as she missed her smaller nimble cars with a standard transmission.

After about a year of rocking the Malibu, my mother-in-law was ready to get back into a smaller sportier car with a clutch. Of course, I jokingly tried to push a Porsche Cayman R, but that didn't fly. They looked at a few Chevy models that would fit the bill and even a VW Golf. While I have never owned one, I have always been in love with Mini Coopers and I steal Matt Romanowski's Mini any chance I can get. They handle great, are quick, have BMW build quality and get 35-42 MPG. My efforts to get them to consider a Mini were futile and I had given up hope of them getting one for me to drive....I mean for them to drive.

A few weeks ago Jaime, Brad, Mickie and I went out to dinner in Manchester and they informed us that they had bought a new car, to our surprise. Apparently, they were walking through the Mall of New Hampshire and stumbled across a car that they instantly fell in love with. So in love that they had to own that exact car. At this point you won't be surprised to know that it was a Mini Cooper. The next day they went to the newly built Mini of Bedford, drove one, loved it and bought the British Racing Green Mini Cooper that was sitting in the mall parking lot. When I was informed of this at dinner, I had to play it cool and tell them how happy I was for them, when all I really wanted to do was jump up on the table and say I told you so.

They have had the car a few weeks now and they are cruising all over the place with it, just looking for reasons to drive it. I would consider it safe to say they are fully enjoying the new ride and maybe someday they will even let their son-in-law drive it or maybe just wash it for them, but hey it is a start. Since I don't see myself getting my own Mini anytime in the near future, it

is good to know that I have another one that I can "borrow" besides Matt's, which I am sure pleases Matt as well.

Just because it is winter, there is no reason to not get out and enjoy the events North Country has to offer. The winter season is filled with amazing tech sessions, social events and spontaneous dinners held all over the state. Please make it your New Year's resolution that 2012 is the year you become involved or even more involved with the Porsche Club. Until next time, drive safely!



Tracey Levasseur

So we would also like to hear from members via email commenting on *Northlander* material...

Ah, Happy New Year! There's another year for the books. Time to start fresh, make resolutions or vow to finally tackle something you've put off for too long.

For co-editor David Churcher and I, the new year signals tweaking *Northlander* to give it a fresh look. It happens with many publications, sometimes for the better, sometimes not. We're hoping you'll enjoy the changes in place right in this issue, but we also are hoping you'll help us improve the next 11 to come.

Aside from freshening up the table of contents, reorganizing the Mart and making the type easier on the eyes, we would like to have more material from our membership. Last year we were thrilled to have many members contribute for the first time. With over 500 members, there must be more of you out there who would like to share a story, comment on a *Northlander* article, contribute an event follow-up or even send in some photos.

Maybe some of you are intimidated by writing or submitting something that will be seen by over 500 pair of eyes. Rest assured that David and I welcome any and all sorts of material in any state, be it a Word document, a CD or thumb drive, heck we've had stuff scratched on a napkin submitted for publishing. Just send it to us and we will make it look pretty so you'll be proud to see you name in *Northlander*.

And what do we want to see? Well, any of the topics I mentioned previously to start. Sometimes it's difficult to think of a topic to write about. Just ask those of us who write a regular *Northlander* column! But some ideas that may inspire you are: what was your first car? What was your first Porsche? How did you first come to appreciate Porsche? Did you ever acquire a "barn find" (an old car stored away for many years that you bought to put back on the road) and if so what was it and did you complete its restoration? Are you a gearhead, and if so tell us when you first were afflicted. Maybe you recently went on vacation and visited a car museum or collection, or had a Porsche-related incident during your time away. These are just a few of the topics that will interest *Northlander* readers because, hey, we're all into cars in some way or else we wouldn't be in the club!

Another feature David and I would like to add in 2012 is a "Letters to the Editors" section. We both hear members at event voice their opinions about various topics, some that were covered in *Northlander*, others that happened to be "hot" at the time. We also hear comments about *Northlander* itself, both good and bad (although we're proud to announce that most of your comments fall into the good category). While browsing through dozens of magazines between the two of us we notice many publications dedicate a section to readers' comments on previous articles. Sometimes the readers' comments are better than the original articles!

So we would also like to hear from members via email commenting on *Northlander* material. All you need to do is tell us which month and article/column you're commenting on, send a few lines and of course let us know your name and whether you want us to publish your name or remain anonymous. However, if you request to remain anonymous your comments will be less likely to be published if we are limited for space. Of course, David and I publish at our discretion so let's all be professional about how we express ourselves.

Now that I've explained how it works, here's what you do. For articles we accept Word documents and even stuff just typed into the body of the email. For photos, we need very high resolution files (those coming directly from your camera). If your photos are too large you can email us to let us know and we'll give you the snail mail address to send a disc of thumb drive. And for "letters to the editors" you can either type those directly in the email body or send a Word document (if you have a lot to say!). Send these goodies to NCRNorthlander@ncr-pca.org and we'll reply right back to let you know it's received. We look forward to hearing from you all in 2012!



Janet Quintero

New Members:

Michael Castonguay
Hales Location, NH - 2002 Boxster

Brad Gandrup
Newburyport, MA - 2009 Cayman

Randy McDermott
Kate Gratton-McDermott
Potomac, MD - 1973 914

Member Anniversaries:

1 Year:

Todd Ellis
Katy Ellis
Rochester, NH – 2002 911 Turbo

Russell Fanelli
Troy, NH – 2000 911

Timothy J. Kachel
Lawrence, MA – 1988 911

Grant Kaiser
Sharon Kaiser
Greenland, NH – 1972 914

Shane A. McLaughlin
Brookline, NH – 1995 911

Joseph A. St. Martin
Susan St. Martin
Exeter, NH – 2009 911 Carr4S

2 Years:

Elvira Aguila
Portsmouth, NH – 2008 Cayman S

Bud Clare
Penny Clare
Lee, NH – 2006 Carrara S

John J. Kearns
Charles Kearns
Fayston, VT – 1997 993

James N. Locke, Sr

N. Jean Locke
Gilmanton Iron Works, NH – 1984 944 / 2007 GT3 / 983 944

5 Years:

Philip O. Jefferson
Kim Barnes Jefferson
Cambridge, MA – 1988 911

Carl B. Schulz
Kathy Sirah
Brookline, NH – 2004 BoxsterS

Jeffrey P. Sullivan
Michelle M. Sullivan
Auburn, NH – 1992 964 / 2001 996

Phil Zarrow
Ellyn Tores
Durham, NH – 1985 Carrera

20 Years:

Barry Brensinger
Cam Brensinger
Manchester, NH – 1986 944T / 2003 GT3 CUP / 2003 996 /
2004 GT3

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



Matt Romanowski **WIDE OPEN**

Two hours of driving on these road, dodging potholes where the boulders were missing, got us to our destination of Monte Verde.

This month's column is a Public Service Announcement. It's a very important thing. Read it carefully. Understand it. Internalize it. Apply it to your life.

When in Costa Rica, if the rental car company offers you a \$5 per day upgrade to a 4WD vehicle, take it!

Did you catch that? I'll repeat it: When in Costa Rica, if the rental car company offers you a \$5 per day upgrade to a 4WD vehicle, take it! Further, I'd suggest the same thing any time you are in an underdeveloped country or anywhere that lacks great infrastructure.

Now you're probably wondering what brought this PSA about. Well, I have to give you a little background about myself. I'm pretty cheap. So cheap that I wouldn't necessarily say frugal, but certainly cheap. So, when a great friend Mike called and said that airfares had dropped significantly because of an airport expansion and I should check flights, I had to do it. When I saw that they were about half of the normal rate, it was simply too good of a deal to pass up. We booked flights and then booked a rental car. We planned to travel to Granada, Nicaragua, with Mike and his wife Kendy, so we went with the "mid-size" car instead of the compact. The best part, it was only around \$50 more for the week, versus \$200 more for a 4x4. We would cruise the 3 hours to Granada in style (well, rental car style) and comfort.

When Xana and I were picking up the car, we were offered an upgrade to a 4x4 for only \$5 a day, but my inner cheapskate wouldn't go for it. I tried to get the upgrade for free, but couldn't make it work. Instead, I turned down the extra \$35 charge and said I would be just fine in our four door Toyota Yaris. Enough room for luggage, and with the front seats pulled up, we could fit four adults in it.

This choice seemed great driving from the airport in Liberia to Mike's house in Playa del Coco. The ride was really easy. The roads that used to be dirt were now paved. In fact, the only dirt road we had to drive on was Mike's and it was only about 300 feet. I should have known problems would be on their way

when every time I drove in or out of Mike's driveway the bottom of the car would scrape.

Things got much worse when Xana and I decided to drive to the Cloud Forest of Monte Verde. The 1.25 hours on the Pan American Highway were fine. It was the turn off onto the dirt road that got bad. Real bad. As in: the speed limit was 40 KPH (25 mph) and the best I could do was about 25 KPH (16 MPH). The road was literally football sized boulders with some dirt thrown in to fill up most of the crevices. I felt like I was a little kid riding a bucking bronco.

Two hours of driving on these road, dodging potholes where the boulders were missing, got us to our destination of Monte Verde. We had a great time, but then had to try and get back out. When talking to a few people, they said there was a bit quicker road out, which got my attention. But once again, I knew we were in trouble when my question as to if the condition of the road was any better was met with a laugh.

So, once again we were off on a 1.5 hour drive across a washboard of a road. Sections were so bad that I actually had to stop our trustee Yaris and plan a route of attack. There were a few hills, both up and down, that I thought might be the last of us and the rental car. Luckily we made it through the ordeal and were able to continue our journeys, including Nicaragua later in the week. But Nicaragua is a story that is probably best not put in permanent ink. That's a story you'll have to ask me to tell.

So, when in Costa Rica, always say yes to the question "Would you like to upgrade to a 4WD vehicle?"



Mark Watson

MY SPIN ON THINGS

Everyone who has participated in the previous CCC's has left with a slightly dirty car and a big smile on their face....

This is a slow month for DE information so my 'Spin' will be abbreviated. We finally have dates for our DE events at New Hampshire Motor Speedway. I am happy to report that our opening event will be in June so everyone should have their cars out of winter storage and ready for the track. While I have already made my request for warm, dry weather, it never hurts for each of you to do the same. Our June event is on Saturday and Sunday so in addition to our 2012 Opener it will be our Make-A-Wish charity event. What a great way to start the season of driving!

Our NHMS schedule is as follows: June 9 & 10, August 6 & 7 and October 15 & 16. We won't get a date from Lime Rock until late January.

I think our dates integrate well with the Northeast Region's schedule so there will be a good selection of events for your 2012 DE season (see the table below). As always, event registration will be done through the registration system utilized by each organization.

So what are you going to do for the next few months to prepare for the upcoming season? This is a great time to develop an upgrade plan and work with your mechanic over the winter to make the upgrades. Don't make too many changes at once otherwise you lose the opportunity to understand how the upgrade changed the handling of your car. Make sure you integrate performance and safety upgrades into your plan. One of the first upgrades I like is to get those leather seats out of the car. They are too slippery and you spend way too much effort maintaining the proper driving position. Once you do the seats, you can then think about upgrading your seat belts from the standard three point system to a multi-point system. You will be amazed at how much more secure you will feel in the car and how much more confidence you will have during braking and going through corners.

There are guidelines associated with these upgrades so please make sure you are compliant. Your mechanic and Edgar Broadhead are excellent resources to help with any questions you might have.

For those of you thinking about trying DE in 2012, there are two activities that I want to draw your attention to: the first is NER's annual Drivers Education Ground School program. This is a great way to get information on why so many of us enjoy the Porsche Club Drivers Education program. The event will be held on February 26th (Sunday) at HMS Motorsports. Contact and sign-up information are contained in the advertisement in this issue of the *Northlander* or go to the NER website. Register early to ensure you have a seat.

The second program is the Car Control Clinic that we will hold in May. This activity is held at NHMS in one of the parking lots and involves real driving (but in a controlled environment with an instructor) in your very own car. You will have an opportunity to drive your car on a skid pad to find the adhesion limits and then move to another area where you can work on threshold braking and rapid lane changes. Everyone who has participated in the previous CCC's has left with a slightly dirty car and a big smile on their face. It is a great way to begin your DE career.

Please stay safe and warm until I see you at the NER Ground School, the Car Control Clinic or at the track. If you need to reach me, e-mail me at de@ncr-pca.org.

Mark

DE schedule on page 31

Thrill Rides 2012 - NER's Driver Education Ground School Sunday, February 26th @ 10:00am, Hosted by HMS Motorsport



"A great seminar! I hit the ground running."
--Moe Auger
2003 Attendee
(now a NER DE instructor)



"The ground school was a great introduction to understanding the dynamics of the car and a superb lead-in into the DE events that followed."
--Mark Abbott
2008 Attendee



"For me the Ground School took a lot of the anxiety out of my first DE. Thanks to the Ground School I knew what to expect, and had a great, safe day."
--Geoff Kronik
2008 Attendee



"Prior to attending the ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"
--Sarah Anderson
2006 Attendee

Ladies, gentlemen and younger drivers.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2012 on Sunday, February 26th. This is NER's annual classroom-based introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers MA. Directions can be found at www.hmsmotorsport.com.

PCA's Driver Education program is the most popular activity offered by PCA and NCR's and NER's events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us at the Ground School. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 26th is a Sunday in the deep mid-winter, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn wishing you'd taken us up on this offer.

And remember, attending this "Ground School" in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email sartick@gmail.com.

Who should attend?

Anyone interested in learning about our 2012 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2012, drivers participating in NCR's and NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2012 Driver Education Ground School at HMS Motorsport Sunday, Feb 26th @ 10am

Name(s): _____

Address: _____

City/State/Zip: _____

Phone: _____ Email: _____

Cost: Early registration (must be postmarked by January 31st) - \$10

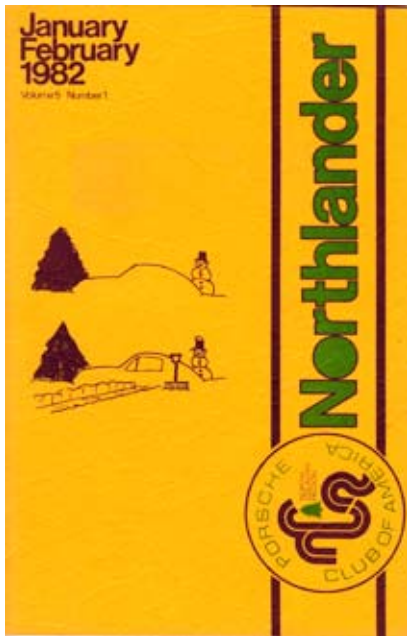
Late/Onsite registration - \$20

Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803



Judy Hendrickson **LOOKING BACK**

No one article had that timeless element needed for reprint here, so I will simply summarize what was going on via the content in the 1982, 1992 and 2002 issues of *Northlander* ...



From Volume V, Number 1,
January/February 1982

Judging from the president's report NCR must have been going through some trying times – event and participation wise - as one of the topics of conversation at the Annual Dinner apparently dealt with region viability. Fortunately for us, they decided the region was viable and vowed to actively promote its growth over the coming season. The banquet was held at the Summit Lodge in Killington, VT, and the officers for the coming year were from Vermont and Maine, with none from NH. Some 30 folks turned out for the Annual Dinner with one (Ray Ayer) traveling over 275 miles from Gardner, ME.

There was also a report on the 1981 Clambake and Concours held at the Breakwater Inn in Kennebunkport, ME, where some 20 Porsche owners and guests enjoyed an old fashioned Downeast lobsterbake and the car show. The 16 page issue plus cover finished up with the third part of Mike Ahearn's "Guide to Car Stereo." The Treasury closed the year at \$928.52.

Richard Brannen was president and Mike and Sue Ahearn were the *Northlander* editors.



From Volume XV, Number 1,
January/February 1992

The growth efforts promised in 1982 must have had some effect as by 1992 the region was boasting over 200 members and its officers and committee chairs were all hailing from NH. Phyllis Stibler was president and Doug Hendrickson was the *Northlander* editor. *Northlander* was 28 pages plus cover. There were events planned for each month, but some were looking for Event Chairmen and specific dates. The calendar also highlighted Zone and nearby region events of interest as well as a full calendar of all track events in Zone 1.

The National PCA Membership contest was being actively promoted as the prize was the use of a new Carrera 2 for 30 days (not just a trophy). Now that was some real motivation! There were columns from the president, editor, membership chair, secretary, tech chair and even a "From the NCR Archives" column "looking back" 5 and 10 years. The editor was running Member Profiles on the officers to help the membership get to know them better. Event articles covered the Annual Banquet and the New Member Potluck Dinner. The Annual Dinner was at the Sheraton-Portsmouth where 51 members and guests had a

great time with everyone receiving some sort of door prize and the Potluck was at the Londonderry Lion's Club. Don Osborne had an Advertiser Profile on Classic Chassis in Hooksett. Lastly, an article on Oil Viscosity was reprinted/extracted from one originally printed in the *Nor'easter* (NER's newsletter).

Things have changed so much in the oil department I'm not sure how relevant that information would be now, but I think Michael Grishman's info on poor running and hesitation as it relates to fuel injected cars and whether to start a car during winter storage or not are still relevant so here is that information:

Poor running and hesitation can be caused by carbon buildup or partially restricted fuel injectors. According to Porsche, a first attempt at a cure should be the use of TECHRON, a product made by Chevron. The following is the factory recommended method. Care is recommended for all fuel injected 911, 928 and 944 models.

1 - Fill up fuel tank

2 - Pour 20 oz. of Techron into the fuel tank

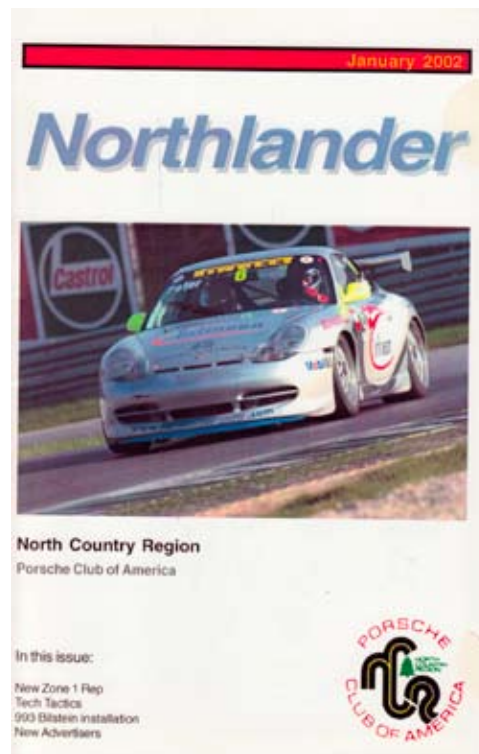
3 - Drive the car until the tank is half full (or is that half empty?)

4 - Refill the fuel tank

5 - Repeat steps 1 through 4 two more times

6 - Keep injectors clean by adding 20 oz. of Techron every 5 full fuel tank refills, but never more than 20 oz. per 3000 miles.

Over the years I have been asked whether a car placed in winter storage should be started periodically. The latest thinking is that if the car cannot be brought up to operating temperature then the car should not be run at all. Partially warming the engine creates more condensation with the resultant potential for doing more corrosion damage. If you wish to run your car during the winter it is recommended you drive your car on the road for at least 30 minutes to thoroughly warm all components. This is also desirable for the transaxle, suspension and brakes. Driving the car will also remove any surface rust from the brake rotors before it turns into deep pitting. However, if the car is stored in a dry place the latter should not be a problem.



From Volume XXV, Number 1,
January 2002

Another new look for *Northlander* and another new editor, Dan Weier. NCR leadership was mostly from NH with some MA and ME representation. Sandi Johnson was president. This issue was 28 pages plus cover and contained columns by the president, vice president, editor, and membership. Interestingly, then Membership Chair, Janet Leach, is the current Membership Chair, Janet Perry Quintero. Ellen Beck had an article introducing the new Zone Rep Henry Hoeh. Tech Tactics (still a Zone 1 event back then) was being promoted and there was a Reuters article on Porsche profits despite the US recession and weak world economic growth. A tech article from the San Diego newsletter on Bilstein PSS-9 installation for 993 was also reprinted. As is done sometimes for events in the current *Northlander*, rather than an article, the NCR Holiday Open House coverage was a photo display of members having a great time by the looks on their faces, although I'm not so sure about Edgar Broadhead and Matt Romanowski. That pic was of the backs of their heads and the caption read "Edgar and Matt inspect failed 914 engine bearings?" Ouch!





NCR CONCOURS 2012: VOLUNTEERS NEEDED

I have been asked to chair concours for 2012 and I am starting to plan the car show for July at Porsche of Stratham. The actual date is not yet set. This event will be a fundraiser for Make-A-Wish of NH. There were over forty Porsches on display at the July 2011 show. Our goal for 2012 is 100 spectacular Porsches.

We are looking for volunteers to plan and facilitate the July NCR Porsche Show at Porsche of Stratham. Some of the positions to fill are show planner, parking coordinator, registration and public relations. If you are interested in helping in these or any other areas of the concours please contact me at the email address below.

Michael Lucci

NCR Concours Chair

michaellucci@comcast.net

NCR Charity Update

Story and photographs by Ivy Cowles



This year NCR agreed to sponsor two needy families due to the economy and other circumstances. These families were and are in need of help during rough times like these as many are. I personally would give up any gift if need be just to help out someone in need. I think that goes without saying for most of us. We hope to grow this program in the future and raise enough to continue to sponsor less fortunate families in years to come. We can give a helping hand, either directly or indirectly, to our friends or neighbors who are experiencing an economic hardship but sometimes that one hand is just not enough.

Tuesday December 13th, Jay, Matt, Xana, Biff, Hank, and I met at Wal-Mart in Manchester to begin shopping for two families chosen to be NCR's recipients this year. We had lists in hand just like Santa does which made our trek a bit easier. Biff and I tackled on the toy section while Jay, Matt, and Xana headed over to the kids clothing section. Wow did they do well with a budget at hand – nice job as I suspect that Xana was a big help there! At this point we gave Hank the task of looking for a basketball and they just were not up to his standards so we put him on cart duty. That was to guard the carts as we filled them. One cart full of clothing and other items and another full of toys and more toys! After our two-hour visit to Wal-Mart we shot across the street to the Mall Of NH to get that basketball along with a few other items on the list not found yet. Upon completion of our evening we ended at Ruby Tuesday's Restaurant where we could relax

and discuss our evening of fun along with other holiday stories. Remember to ask Hank the next time you see him about the holiday "Whey" story – it is a must hear, well at least he thinks so!

Thursday – December 15th was gift-wrapping night. Helping out with the wrapping was John Fusco, Bob Futterer, Mike and Biff Gratton, and Hank and me. I know sometimes wrapping can be a bit tedious and boring in fact. But not this night – we found ways to laugh and enjoy the time and effort to make the special gifts look even better under the beautiful bright paper and bows, or that beautiful gift box all sparkling so right. We told jokes, we helped each other with the tape – oh speaking of tape, Hank did you find the tape yet? It was one of those nights just as Tuesday was that a group came together to help those in need. It just gives me an overwhelming sensation of warmth inside doing things like this especially with great and wonderful friends. Biff and I would like to compliment the great wrapping the guys did – nice job!

December is the season of shopping, gift-giving, decorating and festivities. It is the time of year when many tend to be more charitably inclined.

Maybe it is because, in the season of giving, we feel drawn to help those who are less fortunate. Or, perhaps it is because there is more advertising by various charities at this time of year. Of course, for some people, it may

also have something to do with wanting to give all they can give. They may have been at the less fortunate end of the spectrum at some point in their life and know what it feels like to need that help.

Helping out with some form of charity is a good way to make your soul feel giddy, but also a way to have karma bless you with the opportunity to find your muse. Meeting other people whose lives are vastly different from your own can help you see the world from a new perspective and open your eyes to how fortunate you really are! I say that to myself each and every day.

Seeing the gratitude on someone's face when you help them out is reward enough for those who give, but karma has also decided that these selfless acts should also come with a inspirational bonus. Helping those who are less fortunate will not only make you feel all giddy inside, but can also lead you down many creative paths. For example, helping out at a soup kitchen and getting to know those who depend upon the kitchen for their daily sustenance can help open up your eyes to how fortunate you really are and help push you out to do more of the volunteering whether it be once or 10 times a year. It is always gratifying.

I know that we cannot feed all of the hungry, or clothe all of the naked, heal all of the sick, or even comfort all of the dying. But to help just one can warm your heart for days and years to come. The overwhelming sense of giving and helping out is just so special.

Ask anyone what they think about giving unto others, and most will say that they are all for it. It is just a matter of making the time and effort. Changing someone's life forever can only take a minute of your time or a penny out of your pocket.

Jay and I were commenting in an email about how good we felt after shopping. From this one act of community service I want to go out there and do some additional good deeds for these families. Aside from just the feeling that you get from doing something special like this, perhaps it will bless us with further opportunity to do more each and every year.

So I implore everyone to find a cause and volunteer either now or in the upcoming years. Because not only will you be helping others, you will be helping yourself as well. Nothing better than that special feeling inside.

We hope to grow this program in future years and include as many of the membership to join in as well. Thank you everyone for all your help in this year's first family sponsor event. See you at all the NCR charity events in 2012.



Page 14: Mike Gratton, John Fusco, Biff Gratton, and Bob Futterer display the results of the shopping and wrapping.

Page 15: Ivy, our Charity Chair, with some of the gifts tagged with the recipients' names.

Page 16: more photographs from the wrapping evening Thursday, December 15, at CPI.



Continuing the Charity Update ...

Mike Gratton and Hank Cowles busy at the wrapping station.

Below: more gifts selected by the NCR Shopping Team.



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

- CHANGE THE OIL AND FILTER**
- FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- OVERINFLATE THE TIRES TO 50%**
- LEAVE THE WINDOWS OPEN 1 INCH**
- INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- WASH AND DRY THE CAR**
- APPLY A FRESH COAT OF WAX**
- REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- MOVE THE CAR TO A DRY LOCATION FOR STORAGE**



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



508-651-1316

165 West Central St. Natick, MA 01760

epe.com

THE SINGER 911

David Churcher



Have you seen this month's centerfold yet? Take a peek. Isn't that a cool pair of Porsches?

Actually, not Porsches. Yes ... the stripping says Porsche. The hood badge says Porsche. Looks like a 1970s 911. Hmmm.

Look closer. The lights? The driving mirrors? The wheels? And, the intakes at the front. Porsche? 1970s? No.

This is a nice surprise. One which took me by surprise a few weeks ago. My daughter Helmi was over with her BMW friend Andrew and, he knowing my tastes, brought along some photographs of a "Porsche" he had discovered which was made with a carbon fiber body ... and looks like a 1970s 911.. Ah ... say that again.

This car is a SINGER. Nothing to do with sewing machines or those old British machines from the 1930s. But it has a Brit heritage. I first thought there must be an engineer Mr. Singer in the stew. There is ... sort of. If you can imagine a Brit engineer properly trained and with a job history which includes a stint at Lotus while also being a rock musician and Porsche enthusiast you have the ingredients for the stew. Add in some high tech people with a plan and a bit of Southern California. And there you have it. A Porsche replica, carbon fiber (steel doors) on a donor platform, an engine tweaked by Cosworth and using a Porsche racing crankshaft. All this has been brought to reality by Rob Dickinson. He was trained at Coventry University in the UK, wrote some famous songs, worked for Lotus and came to the USA in 2000.

This is something special. Goodness knows what Porsche must think. But they must admire this project. This is something special.

How do you get one? You select from a long list of options and place your order. You will pay from \$240,000 to \$300,000 (although final pricing is not yet available) depending on the

options selected. The list of options is many pages long and will make sure every car built will be unique and a statement by its owner.

Some of the decisions one has to make are: which of the three engines to choose. They range from 300BHP to 400BHP. Which transmission: a 5 speed Getrag G50 or a 6 speed. A limited slip diff is offered. Suspension: upgraded Bilstein with coil over or the optional sport package. Wheels are based on the FUCHS designs of the 1973 RSR and RS Carrera. Inside you can select materials, colors, and instruments. I suggest reading this brochure just for the pleasure of it. If you are a Porsche enthusiast with a taste for the older cars you will just drool and build an image in your mind of how you would like to have your Singer built.

The project started back in early 2010 and has had a lot of internet exposure. I have missed all that and only became aware of the car recently as I described above. In my search for information on the Web I came across several references and some great photography. If you do your own search make sure to read the **Robb Report** by Robert Ross and check out the photography by Drew Phillips at www.drewphillipsphotography.com.

The Singer site is www.singervehicledesign.com. There you can find the 12 page list of options and some glorious photographs. We will have a few photographs here in *Northlander* just to get your emotions going.

But now I have decided I want one I begin to ponder if I can gain entry to **R GRUPPE** with a Singer as my ride. They wouldn't refuse me...would they? :-) Probably not because **R GRUPPE** is the ultimate Porsche hot rod group and the Singer retains the Porsche VIN from the donor car. So it is the ultimate Porsche hot rod.



Sensual is the word to use when describing the details.

The throttle bodies are Jenvey, the seats are Recaro, the steering wheel is custom MOMO, the radio is a period correct Blaupunkt Frankfurt to the eye but behind the fascia is a modern radio and amplifier.







Selecting Your GT3

Photographs and text from Porsche

Are you having some difficulties in deciding which GT3 you should select? It is a tough decision to make. Porsche has not made it any easier in 2012 ... the selection of excellent equipment boggles the mind. And illustrates, again, Porsche excels at excellence. In the following pages we have text and photographs from Porsche ... on page 22 is the 911 GT3; following pages have photographs and text on the GT3 RS and the GT3 RS 4.0. Enjoy. And pick one.

The New Porsche 911 GT3

The Sportiest 911 of Them All

The most sporting 911 with a naturally-aspirated power unit is all set and ready to take up new challenges: Even more powerful, faster and more dynamic than ever before, the new 911 GT3 is about to prove its enhanced potential as of May 2009.

As usual, a wide range of know-how gained in motorsport has gone directly into the development of this outstanding sports car, making the new GT3 a supreme performer not only on the road, but also on the track.

The Porsche 911 GT3 now reaches an even higher standard in its two main qualities: power and driving dynamics. Maximum output of the naturally-aspirated six-cylinder now increased in size to 3.8 litres is 435 bhp (320 kW), up 20 bhp over the previous model. In particular, the flat-six power unit carefully upgraded for even more muscle and performance offers a significant increase in torque at medium engine speeds very noticeable above all in everyday use.

Road performance of the new GT3 has also been enhanced once again, with the car accelerating to 100 km/h in 4.1 seconds and reaching 160 km/h in 8.2 seconds. Top speed is 312 km/h or 193 mph, and both fuel consumption as well as exhaust emissions have been further reduced.

Striking, unique design with a new rear wing

In its unique and truly outstanding design, the new 911 GT3 stands out from the start as a thoroughbred production sports car and a production-based racing car all in one. Even at very first sight, the new GT3 clearly shows its qualities to the connoisseur, the new cooling air outlet bordering on the front apron and the front lid and positioned between the bi-xenon headlights now featured for the first time as standard offering optimised thermal balance. And as a special feature the central outlet is covered by a grid on top, just like the three large air intakes in the lower section of the front bumper previously open to the outside without any kind of cover.

The rear end of the new GT3 stands out even more significantly both from the previous model and from the production 911, with the newly designed engine lid featuring modified, grid-clad air outlets stretching from one side to the other between the LED rear light clusters.

The most characteristic feature of the 911 GT3 is the rear wing fitted in position as a regular highlight on all GT3s over the years. Completely re-designed, the wing now extends beyond the support bars in the same look as on the racing versions of the GT3. The side ends of the wing – the sideplates – are connected

with the wing completely from front to rear and proudly bear the designation “3.8” as reference to the new power unit – and as a reminiscence to the legendary 911 RS 3.8 back in 1993.

Beneath the wing two spade-like scoops serve as air intakes, supplying the engine with a forced air flow according to the ram air principle, thus improving both the intake of combustion air and the engine cooling effect.

Ground effect: downforce more than doubled

This upgrade of the GT3 in its design and contours serves above all to optimise the car's aerodynamics: The modifications increase downforce both on the front and rear axle, ensuring more than twice as much downforce overall as on the former GT3. As a result, the new GT3 now offers even better grip and stability at high speeds.

The aerodynamic qualities of the new 911 GT3 are also enhanced significantly with body height lowered by approximately 30 millimetres or almost 1.2” versus the current 911 Carrera. First, this reduces the frontal area of the car and minimises air resistance accordingly. Second, the lower body reduces the flow of air beneath the car, once again increasing downforce accordingly.

Like the current 911 Carrera, the 911 GT3 comes with an extra-large underfloor cover for superior aerodynamics. Appropriate air ducts in the rear of the underfloor cover serve at the same time to cool the rear brakes.

High-performance power unit with upgraded VarioCam

Once again, the power unit of the new 911 GT3 proves the great potential the six-cylinder boxer still has to offer: With maximum engine speed increased from 8,400 to 8,500 rpm the new 911 GT3 is again one of the top performers in terms of speed and dynamic engine qualities. Specific output of 114.6 bhp (84.3 kW) per litre exceeds that of most competitors, in some cases by far.

To provide qualities of this calibre, the engine must not only be able to run at very high speeds, but must also have a very good and efficient charge cycle. Precisely this is why VarioCam on the new 911 GT3 features infinite adjustment not only of the intake, but also of the outlet camshafts.

Apart from increasing both engine power and torque, this also ensures cleaner emissions outperforming the EU5 standard and thus qualifying the GT3 for full, unrestricted homologation.

In its basic configuration the six-cylinder power unit of the new GT3 is a further development of the engine originally conceived for the 911 GT1. Its characteristic features are classic dry sump



lubrication with an external oil tank, titanium connecting rods, forged pistons, cup tappets fully suited for very high engine speeds, and a variable intake system with two resonance flaps.

An appropriately designed exhaust system likewise serves to minimise resistance in the charge cycle process. The gas mixture leaving the engine first flows through two fan-type manifolds reducing flow resistance and ensuring a better mixing process than standard manifolds. This allows more effective pre-treatment of the raw emissions before they are converted further downstream in the catalyst.

Behind the two catalysts the exhaust gas flows on into two pre-silencers activated by map-controlled flaps. Still closed when the engine is started, the flaps open up under increasing power and the exhaust gas then flows directly into the main silencer. Naturally, the new 911 GT3 fulfils the noise limits prescribed by law in both cases – and at the same time this special configuration gives the engine its very characteristic six-cylinder rumble.

Six-speed gearbox with upshift signal

As before, power is transmitted on the 911 GT3 exclusively by a manual six-speed gearbox. An upshift display flashing on in the rev counter shortly before the engine reaches the appropriate speed helps the driver shift gears at exactly the right points. And taking the driver's reaction time into account, the display comes on earlier in the lower gears and later in the upper gears.

The very sporting gearshift transmission on the current generation of the 911 Carrera guarantees an extremely dynamic shift process with short gear lever travel, particularly because in this case it is combined with a short lever ratio at the transmission entry point specific to the GT3. This makes the overall transmission ratio in the new 911 GT3 22 per cent shorter than in the "regular" Carrera models.

Since the 911 GT3 was also developed specifically for track racing, the transmission ratios may be varied individually as required by means of exchangeable gears and gear sets. This option is however intended only for use of the car on race tracks reserved exclusively for this purpose.

New: PSM with motorsport set-up

A significant highlight in developing the 911 GT3 to an even higher standard was to increase driving dynamics while keeping the weight of the car unchanged: Despite its technical features and qualities enhanced to an even higher standard, the GT3 therefore retains its former weight of just 1,395 kg or 3,076 lb.

For the first time the 911 GT3 now comes with a particularly sporting and dynamic version of PSM Porsche Stability Management supporting the driver in his reactions and thus allowing even the professional motorsport enthusiast to achieve faster lap times with PSM than without. To make this possible, the driver is able to deactivate SC Stability Control and TC Traction Control separately from one another in individual steps. And to give the driver unrestricted, individual control of driving dynamics in the GT3, these functions are not automatically reactivated even under extreme driving conditions, but rather only come back on at the touch of a button.

The driver of the GT3 is able to pre-select PSM control in three stages:

- In the basic mode all PSM functions including the enhanced braking function are fully active: SC Stability Control function serving to control driving dynamics with specific intervention in the brakes stabilising the car around its vertical axis, TC Traction Control varying drive power, as well as ABS for optimum brake performance and full stability of the car upon application of the brakes.
- SC Stability Control serving to mastermind the car's lateral dynamics is deactivated in the second stage ("SC OFF"), while TC Traction Control masterminding the car's drive power remains active.
- In the third stage ("SC+TC OFF") the TC Traction Control function is also deactivated.

The "SC OFF" and "SC+TC OFF" buttons are both positioned at the front end of the centre console.

When the driver switches off the engine and then starts again, the system automatically comes back in the normal mode with the SC, TC and ABS functions fully active.

The 911 GT3 comes as standard with an asymmetric limited-slip differential. Since the Porsche 911 with its engine mounted at the rear and appropriate weight distribution offers very good qualities for the use of engine power even on bad roads and surfaces with low grip, a locking factor of 28 per cent is sufficient under load, while the locking factor in overrun is 40 per cent.

This higher factor under overrun was chosen, first, because the engine's drag force is lower than its maximum torque and, second, because this configuration serves to stabilise the car, preventing it from swerving or turning under load change in bends, as now brake force is applied more evenly on both wheels when the driver suddenly takes back the gas pedal.

PASM suspension with race track option

Benefiting from active PASM suspension on the 911 GT3, Porsche's engineers are able to make the springs and anti-roll bars a bit stiffer once again, thus offering even more precise and dynamic handling in the PASM sports mode. And at the same time the normal PASM mode still provides appropriate roll comfort for everyday use.

Like on the other models, PASM combines two suspension set-ups in one. The difference is that in the basic set-up the system is not used to provide greater comfort as on the "regular" 911 Carrera models, but rather from the start combines particular sportiness and agility with a good standard of everyday comfort. Right from the beginning, therefore, the 911 GT3 offers a high standard of driving dynamics on public roads and race tracks with varying surface conditions such as the Nordschleife of Nürburgring. To further enhance driving safety at high speeds, the dampers automatically switch over to a firmer setting as the car picks up velocity and momentum.

The dynamic driving qualities of the 911 GT3 may be enhanced to an even higher level on flat and smooth race tracks. In this case PASM operating in the Sports Mode ensures particularly precise and direct driving behaviour by reducing body movement to a minimum.

As soon as the driver activates the Sports Mode, the dampers first switch over to a sporting and hard control map for outstanding agility on flat surfaces combined with a further increase in steering precision. And should the system in this mode recognise even a slight bump on the road, it will switch over within milliseconds to a less hard control curve within the sports control map in order to give the wheels even better grip.

A further feature is that the anti-roll bars, camber and wheel track may be adjusted individually on the new 911 GT3 for circuit racing. Understandably, these modifications are allowed only on the race track, and not in public traffic.

Featured as standard: extra-light wheels with innovative central bolt locking

A fundamental requirement in optimising the suspension was to further reduce the car's unsprung masses. Precisely this is why extra-light cup springs replace the former spiral springs on the rear axle.

The most spectacular modification is however the new family of wheels on the 911 GT3 weighing approximately 3 kg or 6.6 lb less overall than the former light-alloy wheels. This reduction of weight is made possible by the enhanced design of the wheels with their newly styled and sharply contoured spokes extending far to the outside and for the first time featuring central locking as standard.

This technology originating from motorsport has so far been used only on a handful of exclusive special models and on super sports cars such as the Porsche Carrera GT. The big advantage of such central locking bolts in motorsport is the option to change wheels very quickly and efficiently, with only one bolt having to be fastened or unfastened on each wheel as opposed to conventional wheels usually held in position by five bolts. A further advantage of central locking is the reduction of rotating



masses, enhancing the car's steering and turning response in the interest of even greater agility.

This innovative system is made up of a multi-tooth central bolt and a special wheel nut with a lock ratchet preventing the wheel from breaking loose on the hub, not even in an extreme case when the central hub has not been properly tightened.

To fit and remove the wheels, each GT3 comes with a special bolt wrench in the car's on-board toolkit.

Ultra-high performance tyres with air pressure control

The objective in developing the 911 GT3 to combine minimum weight with maximum performance also applies to the car's tyres. Like its predecessor, the new model comes on specially developed UHP (ultra-high-performance) tyres featuring a special rubber compound on a likewise special tyre body.

This special type of tyre developed specifically for Porsche's new high-performance sports car offers substantial lateral dynamic reserves. Clearly, this ensures a decisive advantage on the track.

The outstanding qualities of the GT3's tyres are borne out particularly by the fact that the tyres offer significant grip also on wet surfaces and less wear than conventional tyres.

Both tyre pressure as well as safety and performance are permanently monitored on the GT3 by Tyre Pressure Control (TPC) featured as standard. Activated immediately when the driver opens his door, TPC starts to check tyre pressure as soon as the driver turns the key in the ignition, presenting the pressure readings in the instrument cluster within a matter of seconds. Even after a wheel change with the system being required to register and "learn" the new electronic data within the tyre, no more than three minutes will elapse until the driver is informed of the new readings.

Brake system with composite discs and optional PCCB

Enhanced performance and driving dynamics naturally also mean enhanced brakes on the 911 GT3, following Porsche's usual standard. Hence, brake disc diameter on the front wheels has been increased from 350 to 380 mm (13.8 to 15.0").

All four brake discs come for the first time as a composite structure with the friction discs made of grey-cast iron, the brake

covers of light aluminium. These two components are firmly connected to one another by radially arranged steel pins.

Such use of light alloy helps to reduce the weight of unsprung masses despite the larger discs on the front wheels by approximately 2.4 kg or almost 5.3 lb, the further improvement of brake ventilation helping additionally to minimise fading for lasting brake performance at all times.

As an option the GT3 is available as before with a special version of PCCB ceramic brakes offering a number of advantages compared with grey-cast-iron brake discs. These include even faster response, very significant resistance to fading thanks to a consistent frictional coefficient, and high safety reserves under heavy loads.

The PCCB brake discs now also come with a lighter aluminium cover on all four wheels, again saving more than 2 kilos overall. Compared with the grey-cast-iron brakes featured as standard, the PCCB brakes reduce weight overall by some 20 kg or 44 lb.

Exclusive and sophisticated interior

The interior of the new 911 GT3 comes in the exclusive style typical of Porsche and with new, unprecedented components. The most significant highlights are the new three-spoke steering wheel, the even wider range of leather upholstery with additional alcantara inserts, and an additional range of audio features as with the current generation of the 911.

The new 911 GT3 is fitted as standard with sports seats including thorax airbags. Sports bucket seats with a folding backrest are available as an option, reducing weight in all by some 24 kg or 53 lb. And last but not least, the optional lightweight bucket seats with their visible carbon-fibre structure are again some 10 kg or 22 lb lighter, at the same time offering very good side support and superior comfort also on long distances.

The new 911 GT3 comes as standard with Porsche's CDR-30 audio system featuring a monochromatic five-inch screen and an MP3-compatible CD player. The latest generation of PCM Porsche Communication Management including Porsche's Sound Package Plus and a navigation module is available as an option.

Depending on the audio system chosen, the customer may also opt for an integrated CD/DVD player. Other new features are the optional, universal audio interface and, in conjunction with PCM, voice control as well as a telephone module complete with a Bluetooth interface and a cordless handset available on request.

Clubsport Package at no extra cost

Like its predecessor, the new 911 GT3 is also available with a Clubsport Package at no extra cost comprising the following items:

- A rollcage bolted-on at the rear
- Pre-fitting of the main battery switch

- A six-point seat belt in red on the driver's side (placed in the car but not yet fitted)
- A fire extinguisher complete with an appropriate support (also placed in the car but not yet fitted)

The Clubsport Package in the new 911 GT3 comes in conjunction with the optional lightweight bucket seats. In this combination the seats are finished not in leather, but rather in fire-resistant fabric.

For motorsport events under the FIA-GT regulations both the main battery switch and special extended rollbars for the roof and A-pillars are available as motorsport components from Porsche's Racing Division.

Coming in autumn: dynamic engine mounts and front axle lift as further options

Starting in autumn, the new 911 GT3 will be available with a further option improving the car's racing and competition qualities to an even higher standard: PADM Porsche Active Drivetrain Mounts incorporating truly innovative technology and an all-new concept.

Recognising the driver's style of motoring with the help of the sensors already incorporated in the 911 GT3, PADM modifies the engine mounts normally elastic in their response to an even dynamic setting. This function is provided by a fluid in the mounts with magnetic particles changed in their viscosity by an electric field. This keeps the GT3 a comfortable car to drive in everyday traffic, while on the track the usual movement of mass forces caused by the engine in fast bends is avoided completely. A further advantage is enhanced traction when accelerating from a standstill.

The second new feature is the optional lift system for the front axle raising ground clearance when driving on bumpy roads or steep garage driveways at the touch of a button by 30 millimetres or almost 1.2". This special system incorporates an additional air chamber in the two front dampers pressurised in order to raise the entire body of the car.

To avoid damage to the body or ground contact, the system changes the car's ride height only when the driver presses the button. The only exception is that when the GT3 exceeds a speed of 50 km/h with front axle lift still activated, the car is automatically lowered again to its regular position.



New Porsche 911 GT3 RS

The Most Sporting Road-Going 911

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is sending the new 911 GT3 RS to the starting line: Delivering even more engine power, offering lower weight, and featuring shorter transmission ratios as well as body and suspension elements upgraded to an even higher standard, the new 911 GT3 RS sets the foundation for homologating the racing version of the 911 GT3 and therefore offers everything it takes for ongoing success on the race track, continuing the series of absolutely uncompromising, sporting 911s homologated for the road.

The heart of the new 911 GT3 RS, the power unit, is based on the engine already featured in the 911 GT3. Like the latter, the RS power unit now displaces 3.8 instead of 3.6 litres, delivering even more power and revving up even faster and more dynamically.

The engine featured in the new 911 GT3 RS delivers 15 bhp more than its counterpart in the 911 GT3, that is maximum output of 450 horsepower from the fast-revving naturally-aspirated power unit. This means specific output of more than 118 bhp per litre from the six-cylinder, an extremely high figure for natural-aspiration technology even in the strictest worldwide comparison. And unlike many other high-performance engines, the power unit in the new 911 GT3 RS remains fully suitable for everyday use.

The new 911 GT3 RS comes exclusively with a six-speed manual gearbox optimised for short gearshift travel, low weight and high efficiency. To enhance the level of performance throughout the entire range of engine and road speed, the gears come with a shorter transmission ratio than on the 911 GT3, deliberately making concessions in terms of even higher top speed.

To further improve its sporting behaviour, the new 911 GT3 RS comes for the first time with a purpose-built and specially set up PASM suspension, with wider track not only at the rear, but also on the front axle. Accordingly, the body of the new 911 GT3 RS is wider not only at the rear, but also at the front through the use of additional wheel arch covers.

The front axle comes with nine-inch-wide wheels running on 245/35 ZR 19 sports tyres, the rear axle features twelve-inch-wide wheels incorporating 325/30 ZR 19 sports tyres.

The dynamic engine mounts featured as standard also serve to improve the car's driving dynamics to an even higher level. Depending on driving conditions, the mounts change in their stiffness and damping effect, improving the connection between the engine and the body when driving under very dynamic conditions.

As yet a further point the car's aerodynamics develop even more downforce than on the GT3, again benefiting the qualities of the car on the race track. Racing qualities are also why Porsche is introducing another new option in 2010, a lithium-ion battery delivered with the car and, replacing the conventional lead battery, reducing weight by more than 10 kg or 22 lb.



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.

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May 12	NHMS	NCR	CCC
June 09 & 10	NHMS	NCR	DE & MAW Charity
July 06, 07 & 08	Calabogie	NER	DE
July 10, 11 & 12	Mt Tremblant	NER	DE
August 06 & 07	NHMS	NCR	DE
August 24, 25 & 26	Watkins Glen	NER	DE
September 11 & 12	NHMS	NER	DE
October 15 & 16	NHMS	NCR	DE

* NCR date for Lime Rock Park not available at this time

** NCR event registration on motorsportreg.com

NER event registration on clubregistration.net

The Lost Spyder

Suggested Reading by David Churcher



Life provides us with many pleasures. A fine meal and a great wine are some things to delight in. And it is only equaled by a good read.

A good read? Do they make them these days?

Yes. They do.

I was recently reading Porsche Purist and noted John's enthusiasm for a book he had just read: *The Lost Spyder*. The review of the book did not give away the plot but it did suck you in enough to make it clear that here was a good read. And that is what I want to do here.

My copy arrived in a few days from Amazon and I read the whole story in two sittings. To put it down was to say goodnight to people who had just become part of my life. Oh, yes ... fictional characters ... maybe based loosely on someone the writer knows ... but while you are reading they are real.

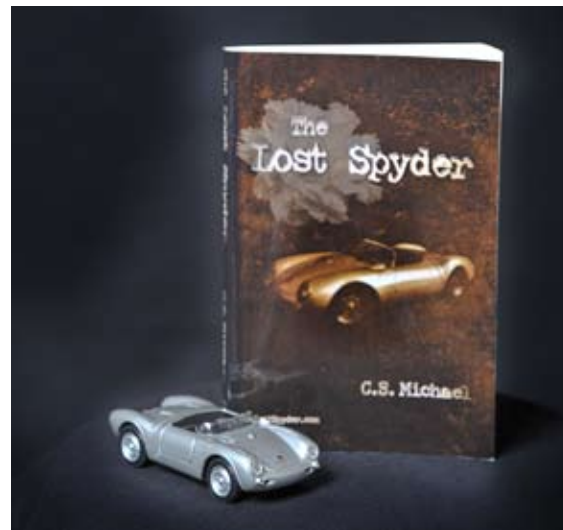
A lost Spyder? There is, well there is now, a rumor Porsche miscounted the total number of 550 Spydery built. This is the beginning of the story. The book has three main characters ... a Porsche collector of considerable wealth and taste, his beautiful but estranged daughter, and a lawyer. So it's not all about the cars.

In the first few pages there is a beautiful girl and a Porsche 918. Can't go wrong with such a plot. The author of this book is a Porsche fan and had written the book some years ago. He did not publish it until recent family pressure made him do so. I think he revised a few pages to get that 918 in there. A good move.

So ... from a 918 back to a 550 and a story. Yes ... it all weaves together and although it is all fiction there is enough Porsche lore in there that the Porsche reader will be completely taken in.

Did the Lost Spyder become un-lost? How did the wealthy American (USA American) find the car? Where in America was it found? I won't tell you. Read the book. What happened to the Spyder? I won't tell you. Read the book. Is the book accurate? Well, I wonder about some of the loose pieces wherein USA Customs and Immigration are alluded to. But this is a story ...

So ... a Spyder, a 918, three countries, a beautiful lady, a lawyer. All makes a good read. Is there anything other than cars in this



story? Oh, yes. There is a love scene. Well done. Nicely written. Not Hemingway. More John Updike. But nice.

Sean Michael has written a really nice book. He writes his emails in a similar and friendly style. You must read the book ... select a nice wine to go with the read.

Quotes from the book:

"Dream as if you'll live forever. Live as if you'll die today."
James Dean.

The morning quiet was broken by the shrill, distant wail of an engine in full song. Somewhere on the far side of the track, a fast car was being put through its paces.

In the driver's seat was a young woman wearing a flimsy lace shirt and the kind of denim jeans that looked tattered and worn, they had to be not only new, but expensive.

"Bingo," she replied. "James Dean owned a Porsche 550 Spyder. He called it Little Bastard."

The Porsche Museum was billed as the most spectacular building project ever undertaken by the company. Flush with cash, the company peeled off \$130 million and created this sleek alien spaceship of a building.

He left the arana in its box - its original box, mind you - and placed it into storage. Like a fine wine. It sat there for God knows how many years.

He went back to the Porsche and unscrewed the gas cap.

The author C.S. (Sean) Michael is a native of Alabama. He is a lawyer, but more importantly, he has piloted a Porsche around a race track, travelled the world, hosted a party at the Playboy Mansion, been published in some important magazines. This is his first novel but should not be his last.



From the top:

Typ 550 Carrera Pan America

Huschke von Hanstein ... 1955

Typ 550 in Buenos Aires (1000 Km) 1954

Photographs from the Porsche Museum.



More GT3



Photograph and text from Porsche

Porsche 911 GT3 RSR

New customer sport top model for 2012 race season

The new Porsche 911 GT3 RSR is ready to race. The top model of Porsche Motorsport's customer racing vehicles will head into the 2012 season with extensive modifications. Particularly striking at first glance are the changes to the body: the width of the new GT3 RSR has grown by 48 millimetres. Built to conform to the A.C.O. "LM" GTE regulations, the 911 represents the crowning pinnacle of a range of successful customer sport race cars that are based on the 997 type 911 GT3 RS street sports car.

Powering the new 911 GT3 RSR is a particularly efficient six-cylinder boxer engine with a four-litre capacity. With a mandatory air-restrictor, it generates 460 hp (338 kW) and drives the 310 millimetre wide rear wheels. The diameter of the front wheels has increased by 30 mm to now measure 680 millimetres. The Porsche sequential six-speed gearbox is operated via paddle shifts on the steering wheel.

The nose and rear panels are adapted to the flared front and rear wheel arches, as are the door sill and the wheel arch coverings. The aerodynamic concept is complemented by a new ducting of the intake air. Openings in the rear side sections, as known

from the turbo variants of the Porsche 911, replace the air scoop on the engine hood, which is very similar to the 911 GT2 RS street sports car.

The new 911 GT3 RSR can be raced at the Le Mans 24 Hours, the FIA World Endurance Championship, the Le Mans Series, the American Le Mans Series as well as the International GT Open and in other series and races.

Our customer teams can expect a technically mature, high performance race car with which they will be highly competitive at international long distance races," assures Hartmut Kristen, Head of Porsche Motorsport. "Our test programme on various international race tracks is currently running at full speed. We are very pleased with the car's performance and driveability."

The new Porsche 911 GT3 RSR will be delivered to customer squads around the world from January 2012. The selling price is 498,000 Euro plus value added tax of the respective countries.

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Nelson Brooks is shown operating Precision's new Porsche scan tool

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Exotech Tech Session Saturday, January 28, 2012, 1:00pm - 3:00pm

Come out to Exotech where Mark Nadler will show us how brake calipers work, how to check them, and how to rebuild them. With examples from multiple cars, there will be something for newer and older cars. If you ever wondered what happens when you hit the brake pedal, this is a good session for you.

Aim Data Tech Session Saturday, March 10, 2012, 9:00am - 4:00pm

Do you have a data acquisition system for your track car? Want one? Just want to learn more? Roger Caddell from Aim Sports will make a presentation on data systems and the Aim Race Studio 2 software. If you have been thinking about getting a data system, lap timer, or want to find out how much it can improve your driving, this is a session to attend. Breakfast snacks and lunch will be provided as this is an 6 hour session. The session will be limited to 25 people, so make sure to RSVP as early as possible.

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2012 NCR Yankee Swap

You don't want to miss the kickoff event for NCR Year 2012 so mark your calendars now.

When: Sunday, January 22, 2012, 4:00PM - 7:00 ish
Order cocktails and dinner from the menu, pay individually and then the Swap will begin.

Where: The Yard Restaurant, 1211 South Mammouth Rd,
Manchester, NH (Approx 25 mins from the MA border.)

What: Yankee Swap - each person who brings a wrapped gift will receive a gift. Value guideline - \$20-25. It can be anything you choose; Porsche related or not as long as it is in good taste. By blind drawing each person will select a gift from the un-opened gifts or take a gift from someone who previously selected a gift. If the latter, then that person gets to select a gift and so on until it is time for the next name drawn to pick a gift. The person who chose first gets the final swap. Casual attire.



Directions: FROM RTE 93. Exit 5 between Derry and Manchester NH. to Rte 28 west/north toward N.Londonderry/Manchester. Rte 28 merges with Rte 128. Proceed approx. 3 miles to intersection of Rte 28/128 and Rte 28A. This is a Y intersection and The Yard is in the middle. Private entrance is at the back right corner.

FROM RTE 293. Take S. Willow Street exit (same as for the Mall of NH) and proceed south approx. 2 miles to The Yard on left.

RSVP: **NLT 12 January** email Rich Willey, Social Chair, if you plan to attend along with the # of attendees so he can get the appropriate size room.

E-mail: social@ncr-pca.org

If the 2012 Swap is anything like the last Yankee Swap, things can get exciting so don't miss this event. Look forward to seeing you there and kicking off 2012 in style.

CARS FOR SALE:

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

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

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.

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

1986 Porsche 911 Carrera Targa - sexy black on black - 123k miles - maintained by AutoWerks in Freeport, ME purchased from original family 2 years ago. This Porsche is not yet a show car - some small dings and "age spots" - \$12K. Call me for info at 207-847-3080 or e-mail jgreene6@maine.rr.com

I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

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

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ITEMS FOR SALE:

California car cover for a 968 . Light grey, plush weave. \$200 new excellent condition. \$40.00 call Joan 598-596-6347. Thekedygroupjmk@msn.com

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

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

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

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

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Back Cover ½ page - Color
 \$96.00/mo. \$1152/yr.

Inside front cover: Permanent (non- rotating)
 \$125.00/mo. \$1500/yr.

Inside back cover: Permanent (non-rotating)
 \$125.00/mo. \$1500/yr.

Inside front/back cover: Rotating full page
 ads \$90.00/mo. \$1080/yr.

Both of these options will receive the second page
 1 month per year as a marketing article. (ea: 2 page
 spread)

Full page - non rotating
 \$85.00/mo. \$1020/yr.

½ page - rotating
 \$60.00/mo. \$720/yr.

This option will allow the use of page 1 as ad placement and
 detailed marketing article at least 1 month per year. (May
 allow for more according to number of ½ page ads placed.
 ½ page ad - ½ page marketing promo=full page spread.

¼ page - rotating
 \$50.00/mo. \$600/yr.

This option will allow the use ½ of page 2 as
 ¼ ad placement and ¼ marketing promo. This
 will allow for 2 of the ¼ page ads with
 marketing promo have to appear in one month.

1/8 page/Business Card
 \$15.00/mo. \$180/yr.

Advertising contracts are for one (1) year (12 issues)
 unless otherwise noted. Billing is done twice per year,
 November and May. Business card and 1/8 page ads
 are billed once per year in November. We are happy
 to accept new advertiser's part way through the year.

BTW

Matt and Xana Romanowski announced on December 14th that they are expecting a bundle of joy in June 2012.

NEXT MONTH



Hey ... that Porsche is on the wrong side of the road!

Actually, no. He is not. That is an Australian Porsche and driver.

More from Down Under next month.

Perhaps ... just maybe ... an interview: Meet the editors.



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NORTHLANDER

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