

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 36 Number 4

April 2013

IN THIS ISSUE:

Amelia Visit

Aim Tech Event

Jim and Deb Gratton's Ferrari Club Car Show

And much much more





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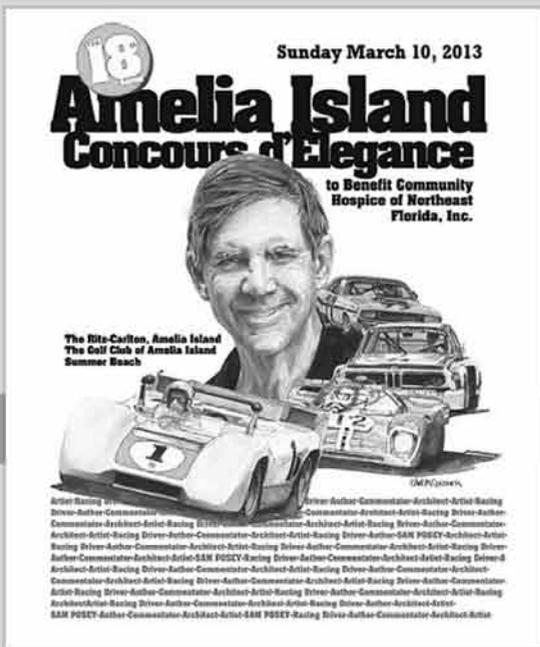
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photo from the Amelia Island Concours- see poster on our ad

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Editors

Ivy Cowles

603-767-6461

NCRNorthlander@ncr-pca.org

Hank Cowles

603-343-7575

NCRNorthlander@ncr-pca.org

Advertising

Biff Gratton

603-502-6023

advertising@ncr-pca.org

Website

www.ncr-pca.org

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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 58 for advertising rates.

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Volume 36

Number 4

PORSCHE CLUB OF AMERICA

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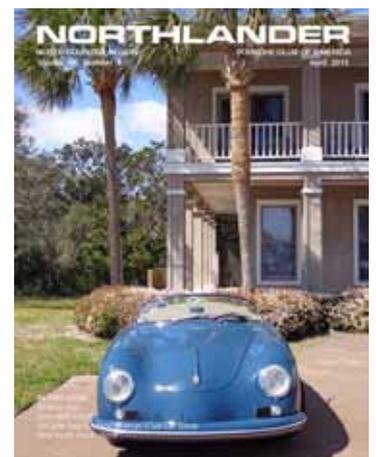
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On the Cover

The cover shot was taken by Ivy Cowles during Amelia Island Concours weekend - This 1957 Carrera Speedster was on display at the Amelia Island Concours D'Elegance and owned by Jerry Charlup of CVR.



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BOARD OF DIRECTORS

President	Matt Romanowski	(H) ((603) 674 3250	president@ncr-pca.org
Vice President	Rich Willey	(C) 603 978 3187	vice-president@ncr-pca.org
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Treasurer	Gordon Jackson	(C) 603 533 4968	treasurer@ncr-pca.org
Past President	Jay Gratton		pastpresident@ncr-pca.org
Membership Chair	Janet Quintero	(H) (603) 380 5885	membership@ncr-pca.org
Newsletter Editors	Ivy Cowles	(C) (603) 767 6461	ncrnorthlander@ncr-pca.org
	Hank Cowles	(C) (603) 343 7575	ncrnorthlander@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org

COMMITTEES

Advertising Chair	Biff Gratton	(C) (603) 502 6023	advertising@ncr-pca.org
Autocross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Autocross Co-Chair	Ollie Lucier		autocross@ncr-pca.org
Car Control Clinic	Dave Logan	(C) (781) 367 3592	ccc@ncr-pca.org
Charity	Ivy Cowles	(C) (603) 767 6461	charity@ncr-pca.org
Chief Instructor	John Dunkle	(O) (603) 431 4409	chief-instructor@ncr-pca.org
Concours	TBD		concours@ncr-pca.org
Drivers' Ed	Mark Watson	(H) (603) 488 5405	de@ncr-pca.org
Historian	Judy Hendrickson	(H) (603) 881 7576	historian@ncr-pca.org
Rally	TBD	Position Available	rally@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org
Senior "Advisors"	Edgar & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Rich Willey		social@ncr-pca.org
Technical	Bob Futterer	(H) (207) 698 1104	tech@ncr-pca.org

CALENDAR

4/6 An Intrduction to NCR - New Member Social @ POS 1-3pm

Contact: Social@ncr-pca.org

4/13 DE Season Opener and Make A Wish Event April 13th

Contact: Charity@ncr-pca.org

4/20 Bill Binnie Garage Tour 10-11am

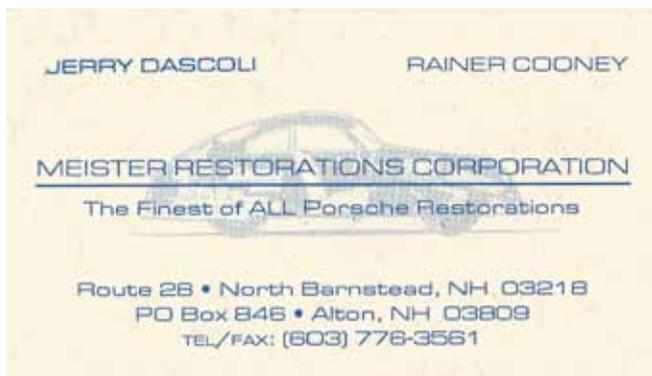
Contact: Social@ncr-pca.org

4/21 NCR Autocross #1 7:30am Devens

4/27 Car Control Clinic - New Hampshire Motor Speedway 10am-3

Contact: CCC@ncr-pca.org

5/11 NCR Autocross #2 - NHMS



CALLING ALL CONCOURS JUDGES AND THOSE WHO WANT TO BE

We need you for the May 18, 2013 ZONE 1 Concours to be held at the RED HOOK Brewery, Portsmouth, NH.

If you can help us with this, please contact (by April 30, 2013)

Jay Gratton, North Country Region
jeg914@aol.com
603-440-9804

with the following information:

Preferred model (not your own, if entering the Concours) - first and second choices

Preferred area (first and second choices): Exterior (head judge), interior, storage or timer

The facility will be open by 9:00AM with Judges cars being placed at 9:30 AM and others beginning at 10:00 AM. A Judges Workshop reviewing scoring, deductions, procedures, consistency, approach to participants, etc will be held between 10:00 and 10:50AM. While this workshop is especially important and **mandatory** for all new judges, it will be a good review for approved PCA National Judges who are welcome and encouraged to attend.





Matt Romanowski **Wide Open**

Am I the only person that feels like the coming of spring is making everything much busier? NCR is starting to ramp up our activities and the driving season is just about here. Work is as busy as ever with new projects and at home Jackson is on the crawl. He is also standing up at will and reaching things we never thought he would get to this early.

The coffee table has been cleared off, all bookshelves up to the third shelf have been made "baby safe" and gates have been installed to corral him into safe areas. I also installed cabinet safeties so he can't get into anything dangerous.

It's been very interesting to watch him start moving around. Before he was able to crawl, but wanted to, he would lie on his stomach and do a sort of Superman take off move, shooting his arms and legs out, trying to propel himself in the direction he wanted to go. As he gained motor control, he was able to start pushing himself up with his arms and he began to understand that he would have to move his hands towards what he wanted, but his legs were a long afterthought. Finally, he figured out to move his legs in unison with his arms and the crawling began. At first his knees never really cleared the carpet, so he would drag his pants a little, which would cause his pants to pull down.

One of the most curious things was that even though he had learned to sit up long before crawling, it still takes some attention for him to be able to sit up. Xana and I have watched Jackson sitting and playing, when he will really start to focus on his toy, only to see him slowly start listing and finally fall over. While it's funny, it made me think about how for adults we don't have to think about just standing or sitting so that we don't fall over (most of the time).

This made me think of some of our Porsche activities. I know when I first got my 914, things like brake changes or oil changes took time and thought. Careful planning was done to make sure nothing was missed and everything was done just right. Now, it's possible to do those things with my eyes closed and one hand tied behind my back. Driving at autocrosses was much the same.

I can remember my first autocross and just seeing a sea of cones, not knowing which way to go. Things like trying to figure out the grid, timing, and the other details of autocross took a lot of effort and focus. Now, I'm not much better at autocrossing, but that is due to a lack of skill, not from a lack of learning. As an aside, for any new autocrossers, Joe and Ollie's team of professionals has a great novice program in place that really helps to lessen the learning curve.

Driver's Education was much the same. I can remember my first event, with NCR member Barry Bressinger as my instructor at Lime Rock Park. The day was less than perfect, but I don't think I did anything other than focus on what was directly in front of me. I had no idea about flags or where they were, cars behind me, or what was going on around my car (actually, Jim Gratton's '83 944). Today, I can go out, carry a full conversation and see where everyone is at different points on the track, all while hitting apexes, watching the flaggers, and dealing with traffic. How things have changed.

I don't think the same applies to rallies. The route is always different, scattered with different people's ideas of tricky questions. For me, I unfortunately peaked early in my rally career and have never achieved another rally win. I keep trying, but it doesn't seem to be my thing. But boy do I have fun. I wouldn't give up gimmick rallies.

I hope to see more and more NCR members at events this spring. Through our DE, autocrosses, and rallies we have a great driving season starting up. With a couple of great social events (check out the Bill Binnie garage tour), one more tech event, and some still to be announced things, we'll have another full slate of events!



Ivy and Hank Cowles

Wow...really...it is April!

As had been announced we will not make the Make A Wish event this year. Even typing that puts a knot in the pit of my stomach. I will certainly miss everything about the event. I will miss the smiles, the laughter, the hugs, and sometimes even the happy tears. I will miss all my NCR and MAW friends!

I know the event is in great hands with the two people in charge in my absence. Paul Tallo who really is the one we have to thank for this special event. He is the one that made this event what it is today. So no worries there what so ever.

As far as the safety side - Jay Gratton, well that means no worries there either because he is more than qualified for this task. I am sure everything will go well and I am hoping for a larger participation than even last year.

John Dunkle has promised to text and take pictures to send to me while I am away and I will hold him to that promise. For those that don't know what the Make-A-Wish event is, well I guess I can sum it up by saying this:

Each year, North Country Region Driver Education staff, instructors and members join together with the staff, families and children from Make-A-Wish Foundation of New Hampshire. Our objective is easy—to grant the wishes of children with life-threatening medical conditions and fulfill just a single one of their many dreams: To drive in a "Porsche on the race track" – this touring lap event is so very special and we are lucky to have such a great region to share in this event.

An experience they shall never forget! So please, won't you come out on April 13th, to New Hampshire Motor Speedway and see what it is all about. All proceeds go to the New Hampshire Make-A-Wish Foundation.

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MEMBERSHIP



Janet Quintero

Be sure to look next month for the updated anniversaries and new members.

2 Years

Norman Ahn III
Portsmouth, NH – 2008 Boxster

5 Years

Max Ilich
Hampton, NH – 2008 Cayman S

New Members:

Stephen Boyle
Hampton, NH – 2012 Panamera
Transferred from Northeast Region; joined PCA 1/16/2013

Arnold (Arnie) McCalmont
Hollis, NH – 2009 911

Alexander Petron
Christopher Petron - Affiliate
Bedford, NH – 1984 911
Transferred from Northern New Jersey Region; joined PCA 1/31/2006

Alfred Sanel
Bedford, NH – 2013 911

Member Anniversaries:

1 Year

Don DeFreest
Hooksett, NH – 1987 930

Ted Harris
Keene, NH – 2007 Cayman S

Doug Rader
Lyndeborough, NH – 1994 968

Kevin Sendziak
Kyle Sendziak
South Portland, ME – 1986 944

Richard Williamson
Audrey Williamson
Kennebunkport, ME – 1982 911SC

2 Years

Rob Hanna
Roxanne Holmes
Exeter, NH – 2007 Carrera 4

Stephen Johnson
Patrick Dillon - Affiliate
North Conway, NH – 1992 964

Tim Lindsay
Dover, NH – 2006 Cayman S

Megan Schindler
David Schindler
Rutland, VT – 2000 Boxster S

Keith Weston
Exeter, NH – 2008 Cayenne

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

**Rich Willey**

Where The Rubber Meets The Road

I can smell it. I know you can too. I can feel it. I know it's just over there.

Springtime in New England.

Yes, the snow is melting (I hope). The road salt and sand will be washed away soon. That means only one thing. Time to take the wraps off the Porsche, get it fired up, cleaned and ready to roll. And don't forget to put the collision insurance back on it!

Often the first NCR event of the year is our Spring Rally but not this year. While we are hosting the Zone 1 Rally and Concours on May 18-19 instead of the NCR Spring Rally, it is DE which will kick off our driving season with a 2-day weekend event, April 13-14, at NMHS in Loudon. This also includes our Make-a-Wish event on Saturday at noon. Hope your heater is working....

For me there is another first this year. I am making a stronger commitment to DE this year by attempting to drive 14-16 days. I am also very excited to be driving a new, at least to me, dedicated track car. Retiring the Cayman to the street, I have gone into partnership with Steve Jackson, a PCA and BMWCCA member who has many hours in DE, autocross, ice racing, club racing and most recently off road rally driving. I've known Steve since he was in high school and as it turns out, Steve had a car sitting in his garage which he was willing to un-retire. In a brain cramp moment, Steve had "minor" contact with it at Mt. Tremblant about 3 years ago and it's been in storage ever since. Now it was time to bring it back to life. Plus he has a trailer, (too good to be true).

While not a Porsche, (it's an E30 chassis, M20 engine BMW 325is), it is a true track car with ground control suspension, full cage, brakes, etc. With the Bimmer I plan to enter some BMWCCA track events as well as PCA DEs to get as much track time as possible before I regain my senses. It will also be good to provide some feedback on their events as compared to ours.

Before the wrenches came out, I bought a "tow" truck which I sold Marilyn on as a winter vehicle: a used Toyota Tundra with a baby V8 and tow package. (People have been telling me this DE thing has a slippery slope. Oh so true).

First thing we did with the Bimmer was determine if the motor would turn over. Pulled the plugs, put a bit of oil in each cylinder and applied a breaker bar to the crank pulley. It spun. So now we could get serious. Steve made a trip to his "parts" guy to buy some used sheet metal, core support, grill, headlight, wiring, etc. After a basic install, the car was towed to the local body shop in February to tune it up and apply fresh paint, along with a new radiator, water pump, and misc. You see, the shunt had been head on.

Then we prioritized the remaining upgrades and began looking for a repair shop to do some mechanicals. We settled on Kensington Autoworks, a BMW specialist Steve had used for his rally car. Since we needed a new exhaust, I contacted one of my instructors who drives a 325 track car, for advice on headers and exhaust.

This is where things got complicated.

He offered to sell me his track car. It had been upgraded to a high standard, had stuff we would never buy for Steve's car, i.e., a full data acquisition system. What to do? After much back and forth we decided to stick to the original plan, stay within budget and just go have fun. But that conversation did lead to a set of used headers which we picked up from another 325 driver and made a new friend in the process.

Kensington went through the whole car to ensure it was safe and everything was working while making a few updates (new control arms, brake ducts, shift light, etc.) While this was happening I ordered new Corbeau seats and 6-point Hans compliant polyester harnesses from Race Quip. I opted for latch locks instead of cam locks as they were more than 50% less expensive. Hey I know they are heavier, aren't as easy to use, etc., but money is money... Then it was off to a welder to make seat brackets, an exhaust guy to run a new pipe from the headers back and finally a glass guy for a new windshield. Not yet ready for full Rs, I bought some Dunlop Direzza Zlls mounted them on 15 inch Fondmetal rims. A few more tweaks by Steve and I and the car was ready.

continued on page 12 ...



Mark Watson **MY SPIN ON THINGS**

This is one of those weird months for writing 'My Spin on Things' because by the time you read this, our first DE event will probably be over or happening in just a couple of days. So I can't really tell you to get registered or what the weather was or how great the Make-A-Wish event was – that will have to wait until next month so stay tuned. Remember the Car Control Clinic is still planned for 27 April so if you want to get some seat time, learn more about your car and practice some really cool maneuvers then go to motorsportreg.com and register. If you are 16 or 17 years of age, you can still participate by filling out the proper waiver and bringing it to the event. If you have any questions get in touch with Dave Logan at ccc@ncr-pca.org. See the CCC advertisement in the Northlander for more details.

One of the things we are planning for our 2013 DE program is to identify a topic to focus on for each event. We experienced several accidents last year which were linked to braking technique so we are going to spend some time talking about safety, especially braking and how to properly determine the best way to brake – it's not always a good idea to wait to the last millisecond and then immediately go to threshold braking. The road surface, corner configuration, your car and tires all interact to determine the optimal way to slow the car for the best corner entry and exit. If you missed the discussions at the April event, there is some really good information on braking in *Going Faster!: Mastering the Art of Race Driving*. While DE is not racing, the fundamentals involved in car control and getting safely around a track are very similar. Buy or borrow a copy of *Going Faster!* to augment your learning experience.

There is still plenty time to register for our next NHMS event on 27 & 28 May and our Lime Rock event 10 & 11 June. Phil Lombardi has agreed to attend the May event to help with our special topic and to provide some private coaching. In addition, for those of you interested in learning more about DE, we will be holding an Open House with some special non-driver activities on 27 May to help you get your questions answered. I'll give you more information next month but you could plan on a classroom session, a track walk and an invitation to attend the garage party held after the event has ended.

Please do not forget about the NER DE schedule when you are planning out your season. NER has an event at NHMS on 07 & 08 May and then their traditional Canadian events at Mt. Tremblant and Calabogie. Check out the integrated schedule at the end of the article to get a sense of the NCR/NER and Zone 1 activities. Remember, as a member in good standing of Porsche Club of America, you can apply for a DE event hosted by any PCA region. Go to motorsportreg.com and browse through the calendar and see if there are events with other regions that might fill some gaps in your driving schedule.

Please stay safe until I see you at NHMS – the 2013 DE season has started and with your help and support, it's going to be educational, safe and fun. Feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

Maria Dona, DMD, MSD, DMSc
David S. Samuels, DMD
Sheila E. Tucker, DMD, MMSc

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2013 NCR, Zone 1 and NER Drivers Education Schedule*

April 13 & 14	NHMS	NCR	DE; MAW Charity & Track Dinner on 13th
April 27	NHMS	NCR	CCC
May 07 & 08	NHMS	NER	DE
May 27 & 28	NHMS	NCR	DE; DE Open House & Garage Party on 27th
June 10 & 11	LRP	NCR	DE; Garage Party on the 10th
June 14 & 15, 16	Watkins Glen	Zone 1	Instructor day & DE
July 08, 09 & 10	Mt Tremblant	NER	DE
July 12, 13 & 14	Calabogie	NER	DE
August 06 & 07	NHMS	NER	DE
August 23, 24 & 25	Watkins Glen	NER	DE
October 10 & 11	NHMS	NCR	DE; Track Dinner on the 10th

* NCR event registration on motorsportreg.com

NER event registration on clubregistration.net

continued from page 09...

Can't wait to try it out at NHMS as well as LRP later this year. Will undoubtedly take some getting used to as it has none of the electronic baby-sitting stuff that saved me in the Cayman a few times. But with the right instructors (be patient whoever you are) I expect to be consistent by mid-Summer. Not to mention safer; which keeps the homefront happy.

Hopefully you have been working on a car project this winter and have stories to share. Stop by the NHMS garage in April and let's catch up. Maybe an article for Northlander?

Musing # 1:

I was reading the February Pano when the article on Daytona 1970 caught my eye. Many have been quick to criticize Daytona and NASCAR for what they perceive as a lack of protection for the spectators after the recent accident. Take a look at the Page 82 pictures and consider what things were like in 1970 for any race at Daytona or any other track for that matter. I'd say that spectator and pit crew safety has come a long, long way. And yes there is always more to do when it comes to safety.

Musing #2:

Some new exotics debuted at the Geneva Auto show. Sorry no new Porsches. Ferrari showed the LaFerrari. (No, I did not make that up!) Looks like the child from a marriage between a 458 Italia and the new Corvette. The McLaren MP1 also debuted. Both cars claim zero to 62 mph (that's 100km) in under 3 seconds and zero to 124mph in under 7 seconds. Warp speeds... Lambo showed the Veneo, a souped-up Aventador. Just what the world needs. They are only making 3 of them. £2.6 million each.... plus tax. Where do I sign up? On the opposite end of the spectrum Volkswagen showed the XL-1, a two seat diesel-electric hybrid said to average 314mpg. Arguably most intriguing was a Qoros 3 sedan which will actually be sold in volume in Europe. Qoros is a Chinese-Israeli joint venture.

Magnus Racing Update:

Grand Am ran at COTA (Circuit of the Americas) in Austin TX for the first time on March 2nd. Temps were in the 40s with some wind. Brisk! The Ferrari 458s and BMWs were fast right off the trailer, but Magnus qualified 7th in GT with owner John Potter taking the wheel at the start of the race. The Porsches proved to have more speed on the straights but the Ferraris and BMWs were getting through the twisties better (what?). With less than 15 minutes to go Andy Lally had Magnus leading the GT field after a strategic gas and go stop, when a 458 Ferrari literally pushed him off the race line. The Ferrari was penalized but the damage was done. With about 3 minutes to go, one of Will Turner's BMWs closed the gap, swapped paint with Lally, muscled through and went on to the GT win with Magnus 2nd. Porsches held 5 of the top 10 GT positions with Magnus and Brumos on the podium, plus a Porsche Cayman won the GX category. Magnus is in first place overall based on its finish in the first two races. It's now on to Barber Motorsports in early April. www.magnusracing.com

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Attention: gear heads, race car aficionados, garage-envy types.

Join NCR members for a tour of Bill Binnie's incredible 30K sq. ft. garage on Sat., April 20 at 10 am, 282 Heritage Ave., Portsmouth. The 2 x Le Mans winner, owner of Binnie Motorsports, offers a mind-blowing assemblage of race/vintage cars in a cutting-edge garage. Bill will share stories on recent World Endurance Championship Circuit.

Delicious, private buffet to follow at award-winning Surf, 99 Bow St., Portsmouth, over looking the bay.

Gonna be a great day! \$20 pp. Need 40 participants to confirm lunch. What do ya say? RSVP by April 15.

*Questions? Carolyn Choate,
crchoate@tv13nashua.com*

603 533-4984



WINE NOT?

Can't make Watkins Glen? Join the gang on Sun., June 2 at LaBelle Winery in Amherst, NH, where vintner, Amy LaBelle, along with her husband Cesar Arboleda, have created a distinctively New England showplace to showcase their portfolio of local wines ranging from Riesling to Apple Cranberry. Our 2-hour adventure, 2 to 4 pm, will include a tour & tasting with plenty of time to peruse the wine & gourmet shop. (Their "Three Kings Port Raspberry Jam" is heavenly!) \$15 pp. Plans for lunch before the tour TBA.

Cheers! RSVP by May 24. Questions? Carolyn Choate, 603 533-4984, crchoate@tv13nashua.com



**NCR-PCA Getaway Weekend
North Adams, Massachusetts
September 27 - 29**

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Judy Hendrickson **LOOKING BACK**

Hopefully by the time you read this we will be through with the heavy, wet, large snowstorms of the past month. We've certainly had our share here in southern NH, just wish it had all fallen in ski country. However, despite the few large snowstorms up north this year, skiing has been very good. The resorts do a phenomenal job of snow making and grooming, especially my "home" mountain – Waterville Valley. For those of you who don't know, I'm privileged to spend my weekdays at my condo in Campton, NH, skiing daily at Waterville, Loon or Cannon when there are no crowds. This coming week (Mar 12-15) I head to Sugarloaf for some fine Maine skiing. Retirement is wonderful!

In the meantime, Matt Romanowski, my track car partner, is managing the changes we're making to Chiquita this winter – transmission rebuild and cooler (so we hopefully don't have to do it again any time soon) and complete replacement of the troublesome original wiring along with new instrumentation for the AIM data acquisition system. No horsepower changes, but we sure will know what's going on with Chiquita at any given moment and should be able to improve our driving times by fine tuning suspensions and comparing data.

As mentioned last month, there was no real spring issue of Northlander in 1983, and 1993 was a March/April issue which we covered last month. So this month's article comes from 2003 and serves as a good tech article for the Do-It Yourselfer on refinishing Fuchs wheels.

From Volume XXVI, Number 4, April 2003



Cover photo: Andy Sanborn's "twins" arrive at Martel Racing for the NCR Tech Session – photo: Edgar Broadhead

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OFF THE APEX

By Jim Gratton, Vice-President

Retirement was supposed to mean more time to accomplish the things I wanted to do. To be able to do projects around the house and with the cars that were going to be pro-active as opposed to reactionary. But life is good and I think I am getting some of the things done that are not on my "Honey-do" list. The proactive projects are just not getting completed as quickly as I had anticipated.

Last fall I purchased a set of 7 & 8X16" Fuchs that needed refinishing for the Carrera. The plan was to have them refinished and replace the stock 6 & 7X16" Fuchs on the car. After calling around to several wheel refinishers to ask for quotes, I was appalled at the cost. Most of the major refinishers were quoting prices around \$200 per rim. I went on the Internet to look at refinishing the wheels myself and was pleasantly surprised to find a wealth of information. Much of the information available was Porsche specific. The articles spoke of different ways to remove the clear coat, filing the grit off with sandpaper, proper finishes and painting the centers. The price of the do-it-yourself programs varied from \$10 per rim to a high of \$40 per rim. As a retiree, this sounded great. The winter progressed and it seemed that all I accomplished was shoveling the driveway and walkways and the rims took a backseat. I rationalized my not doing the project, because most of the articles stated that removing the clear coat should be done outside with lots of water. The product of choice seemed to be paint thinner or oven cleaner (left on for no more than 5 minutes, then washed off). Being outside in February with lots of running water was not an option this year.

On one of the warm days in March when it was above freezing, I ventured into my still frozen garage to check out the rims. They were dull, the painted centers were in definite need of refinishing and each rim had some (a relative term) curb-rash, but there was no clear coat on the rims. Why hadn't I noticed that when I purchased them? There was no rational answer! So, it was down into the workshop with the two 8" rims. My procrastinating had told me to move the two 7" rims presently on the rear, to the front and put the refinished 8" rims on the back.

The process for refinishing the 8X16" Fuchs was simple. The supply list was short. I bought three grades of wet/dry sandpaper, #220, #400 and #1500. I had a very fine steel file that I used to take the burrs off of the curb-rash. I started with the #220 soaked in a pail of water with a small amount of soap detergent in it. I sanded lightly following the direction of the wheel. The curb-rash areas took some time and patience, but eventually the "scars" came out. I would estimate that I spent 2 to 2 ½ hours per wheel wet sanding with the #220 paper. It was time consuming, but not difficult work. I spent about a ½ hour with the #400 paper and another ½ hour with the #1500 getting rid of the fine sandpaper lines. After wet sanding with the #1500 the rims were looking pretty good. The rims were washed down and a very light coat of Mother's Mag and Aluminum Polish was applied to the sanded portion. The Mother's did a great job of bringing out the brilliance of the Fuchs.

At our annual banquet, our family had the good fortune of sitting with Donna and John Paterek. During our dinner conversation, the refinishing of the rims was discussed. One of John's secrets that he shared on painting the black centers of the Fuchs, was to go to a NAPA Store and purchase a spray can of the NAPA brand "satin black". The cost was \$3.29 compared to \$18.00 from Porsche. He said he had been using it for years and couldn't tell the difference, (so much for John's secret). I taped off the wheels and sprayed the center portion. The paint went on well and looks great. If it is good enough for a Paterek restoration, it certainly should be good enough for my everyday wheels. I would estimate I spent about 4 hours on each rim. It was labor intensive, but not difficult work.

I wonder if I will procrastinate in finishing my 7" rims for the front of the Carrera? The originals look pretty good. With the busy schedule of retirement and my "Honey-do" list, they may have to wait until next fall.



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Tech Tactics at Precision Imports

When: 10am to 3pm May 4, 2013

Where: Precision Imports, 183 Faltin Drive, Manchester, NH Located off of South Willow Street.

What: This will be like a Mini Tech Tactics here in NH. Dick Horan and Bruce Whittier have put together a great day long presentation.

Session one, Dick will be covering the C.A.N Bus system

Session two, Bruce will be covering his new book on track and autocross. The plan is to also include several other sessions with speakers from, Mobil 1, a well know tire company, several other shop owners from New England and Porsche related venders.

There will also be a lunch served at 12:00.



2013 Autocross Season

Ollie Lucier has stepped up to co-chair the NCR Autocross program with Joe Kraetsch. This year NCR will hold one autocross at NHMS and we will host the Zone 1 Autocross at Devens again. We added new street tires classes and a Ladies class this year. The first NCR autocross for new NCR members is free—contact an autocross chair for details. With prior permission from an autocross chair, any NCR member may invite a friend to participate with them in an NCR autocross. Registration for all NCR Autocrosses, except the Zone 1, is at nrc-pca.motorsportreg.com. PCA Northeast Region and the Renegade Miata Club autocross events are also open to NCR members.

Date	Location	Event
Sunday, April 21	Devens	NCR Autocross #1
Saturday, May 11	NHMS	NCR Autocross #2
Saturday, June 1	Devens	NCR Autocross #3
Sunday, July 14	Devens	NCR Autocross #4
Saturday, August 3	Devens	NCR Autocross #5 / Wounded Warriors Benefit
Saturday, August 24- Sunday, August 25	Devens	NCR Autocross #6 / Zone 1 Autocross
Saturday, September 7	Devens	NCR Autocross #7

Garage Floor Re-Do:

Article and Photographs By Steve Baker

As a fellow Porsche owner, my guess is once the warm weather arrives you spend a fair amount of your time in the garage working on or polishing the P-car.

retired New Englander who no longer enjoys winter sports. As such, during the winter I hibernate and watch too much TV. Between movies, sports and car shows, the DVR is usually full of good viewing. If you've seen any auto-related programs, a frequent ad is for do-it-yourself garage floor sealants. I'm sure you agree, it looks really easy to apply and quite good when it's done. Well, I sure thought so and decided to try it myself...twice. Yup, once just wasn't enough.

Both of my "attempts" were done in mid-September with temps in the 70's. The results turned out OK...not great, but acceptable to me (at least initially). Both times the areas coated survived in the cool weather from October through May. Then summer arrived and after a "spirited drive" in the P-car I returned to my garage on my wide, hot sticky performance tires and that's when the problems began. It seems when you combine wide, hot tires and cool painted cement one of two things happen, and one is not good. In my case(s) my nicely painted floor became a speckled, blotchy mess right where the rear tires sat. Argh! No matter what products I used, it eventually lifted/peeled under the rear tires. So, after two tries, I gave up. Then I was left with a speckled/blotchy floor that I had to explain-away (or hide) when visitors came. You see, my front door is accessed through the garage, so there was no way to hide it. I needed to find a better way to coat the garage floor.

Then it happened, I saw a garage to die for at my friend Karl's house. Mind you, I'm not talking Jay Leno stuff or one of those cavernous underground warehouses you see filled with exotics. It was just a good size three-bay garage that had been re-done professionally. The floor, frankly the entire garage, was immaculate. This ultraclean man-cave was enhanced by the contents: a silver Gallardo, silver Range Rover and a silver Kawasaki Ninja. Did I mention Karl likes silver? The garage was an eyeful. His redo was complete, which meant matching storage cabinets, work bench, and a wall hanger system for everything from wheels to bikes. I was smitten with this garage! My first reaction was I could never afford this, it just looked too expensive. Eventually I asked, okay Karl, how much did this set you back? I was pleasantly surprised to hear a pretty modest number. Not cheap mind you, but well below my initial guess.

Later that day I told my wife, Robin (the practical one) about Karl's garage. After viewing some photos I had taken, she too was impressed and actually encouraged me to do it. I was shocked! Okay, first hurdle cleared. But, as a retired finance person, normally a fiscal conservative, I still wanted to think about it for a while. While many would argue that anyone who buys a Porsche cannot possibly be a fiscal conservative, I thought about it for another year. During that year I weighed not only the financial issue, but other important considerations, as well. You need to think long and hard about how you use your garage and whether you want something this special. If you're happy with the garage being simply a storage space, a place for anything and everything, or where you often create a mess and don't care, this may be too radical (showy) for you. For many, I'm sure you know the type, a garage is simply a semi-dry place filled with "stuff" you might need someday, nothing more.

After a year, I convinced my alter-ego (Mr. Skinflint) that this was definitely worth doing, assuming the price was reasonable. So I called the contractor that Karl used and one other I found on-line. Both were willing to come and give me a free estimate on my 3+ car (800 sq. ft.) garage. The bid numbers were quite comparable and very close to what Karl paid. I settled on a guy named Steve George from Londonderry. Steve came to the house twice before we settled on the price, the color I wanted, and the date the job would be done. Aside from the cost there were two additional reasons for picking Steve's company. First, his process was actually quicker, meaning that once the job was completed we could drive on it sooner. Second, he could get the job done 6 weeks sooner than the other firm (Mid-August versus late September). Frankly, once we decided to do it, the hardest decision was what color we wanted. There were many choices. We chose one that would complement the wood trim and storage cabinets we already had and would best hide the everyday dust and dirt any garage floor gets under normal use. We ended up choosing the same color (granite) that Karl had used.

Now the hard part begins, waiting for install day and emptying the garage before they arrive. We bought our house nine years ago, so we'd had that time to fill the garage with "stuff." In our case everything we might need some day in the future. I'm not a pack-rat, but I have saved things I clearly should have thrown away eons ago (sound familiar?). Until last August, my garage was probably like most of yours, a few cars surrounded by lots and lots of other things. As long as there was just enough room to get the cars in, everywhere else was fair game for storage. My theory is that how much stuff you have generally depends on three things; size of the garage; size of your bank account; and how many years you've been accumulating it. Generally, the bigger the garage the more you can acquire to fill it.

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Don't underestimate the time involved to empty the garage. What I thought would take a weekend took over a week! By extension, if you haven't tackled your garage in 20 years, it might take you considerably longer. This is your opportunity to throw out anything you haven't touched in ages. Much of my time was consumed by the internal debate I had over every item. Do I save it or toss it? Donate it? Give it away? To whom? Bottom line, why am I still hanging onto this? Over the course of those 8 days I made several trips to the dump/recycler.

Once you've decided what to keep, it still needs to be moved OUT of the garage so the garage experts can do their thing. You'll need a place to put everything that survives the "clearing" and will eventually go back into the garage when the job is done. You can rent a pod. My buddy Karl rented a U-Haul truck. Because he didn't drive it far, the mileage portion of the rental fee was very low. Or you can do as I did; I built a big pile next to garage of all the tools, bikes, cabinets, snow blower, lawnmower, etc., and simply covered it with a tarp. My neighbors weren't crazy about the look of this monstrous blue pile in the yard, but I promised it would be gone soon.

Everything needs to be OFF the old floor when the Garage Experts team arrives. They charge you extra to move anything left, so don't wait until the last day.

The team of four arrived at 7:45am on a Wednesday. The morning of the installation the garage is inspected to make certain that no personal belongings are left on the floor and all concrete is accessible using the various preparation tools. Many garages have stairs of some kind in them (like mine) and they were moved out by the crew.

The first step in the Garage FX Flooring™ system (exclusive to the Garage Experts franchise) is to mechanically prepare the concrete surface for the epoxy coating. This preparation allows the uniquely designed epoxy to actually wick down into the concrete creating a strong bond. The concrete is prepared using hand held and walk-behind floor grinders with diamond cutters that remove the previous coatings along with any impurities that have built up on the floor. Dust is collected using industrial grade vacuums connected to all grinding equipment. Once grinding is complete, the floor is vacuumed for remaining dust. If there are cracks or spalls, they are filled with specially formulated materials designed to fill the gaps and set quickly (typically less than 30 minutes). Those repairs are sanded to blend them into the existing floor.

Now the two-part epoxy is applied to the clean, porous floor. Any curb walls or knee walls are also coated at this stage. Once the coat has been applied and back rolled for evenness, the decorative flake is spread across the floor. Unlike most do it yourself kits where a small sprinkling of flake is performed, the Garage FX Flooring™ system applies 50lbs of decorative flake for every 500 square feet. My garage is 800 so it took 80lbs. of these vinyl tri-colored flakes. It's a process called "flake to rejection" that completely covers the setting epoxy with the decorative vinyl flake. After about two hours, the Garage Experts crew begins to recover any rejected flake (flake that lands on dry flake and thus, doesn't stick to the epoxy) and then scrapes the floor to remove any sharp edges of the flakes that didn't lay flat. Once again, the floor is vacuumed and then an air blower is used to remove the smallest of flake and dust.

Now the Garage Experts crew prepares for the first of the two high gloss clear topcoats. The "mid" coat is a fast drying polyaspartic designed to fill in between the flake and contributes to a smoother final texture. If any decals or logos are to be installed, that occurs at this stage. That's when I had them apply the Porsche logo I bought on E-Bay for \$29. After about 45 minutes, the Garage Experts crew prepares for the final coat. The final coat is an extremely durable ultra-high gloss polyuria mixed again in two parts. The polyuria top coat is UV protected and is chemical resistant to fluids typically found in most garages. Beyond that, The Garage Experts of the Merrimack Valley crew adds a non-slip additive directly into this coat to provide better footing on a wet floor.

The Garage FX Flooring™ system is now complete and installed in a single day. They were done by 5pm that same afternoon. The completed floor can be walked on the next morning, regular items are moved back into the garage 24 hours after completion and the cars can return to the garage 36-48 hours after the completed installation. Before I drove the Porsche into the garage on Friday morning I bought and installed 3 additional storage cabinets and mounted them on the wall – nothing on the floor.

Their system allows for the fastest return to service rates in the industry, leaving a customer's belongings (the tarp pile) exposed to the elements for the least possible time. Best of all the Garage FX Flooring™ system comes with a lifetime warranty. Since the product was developed in Southern CA, it is specifically designed to avoid peeling due to hot tires. The warranty is available at www.garageexperts.com. The decorative flake is offered in multiple colors and sizes starting with 1/32" flake up to one inch flake. The Garage FX Flooring™ system also works great for interiors, basements, offices and pool decks as well.

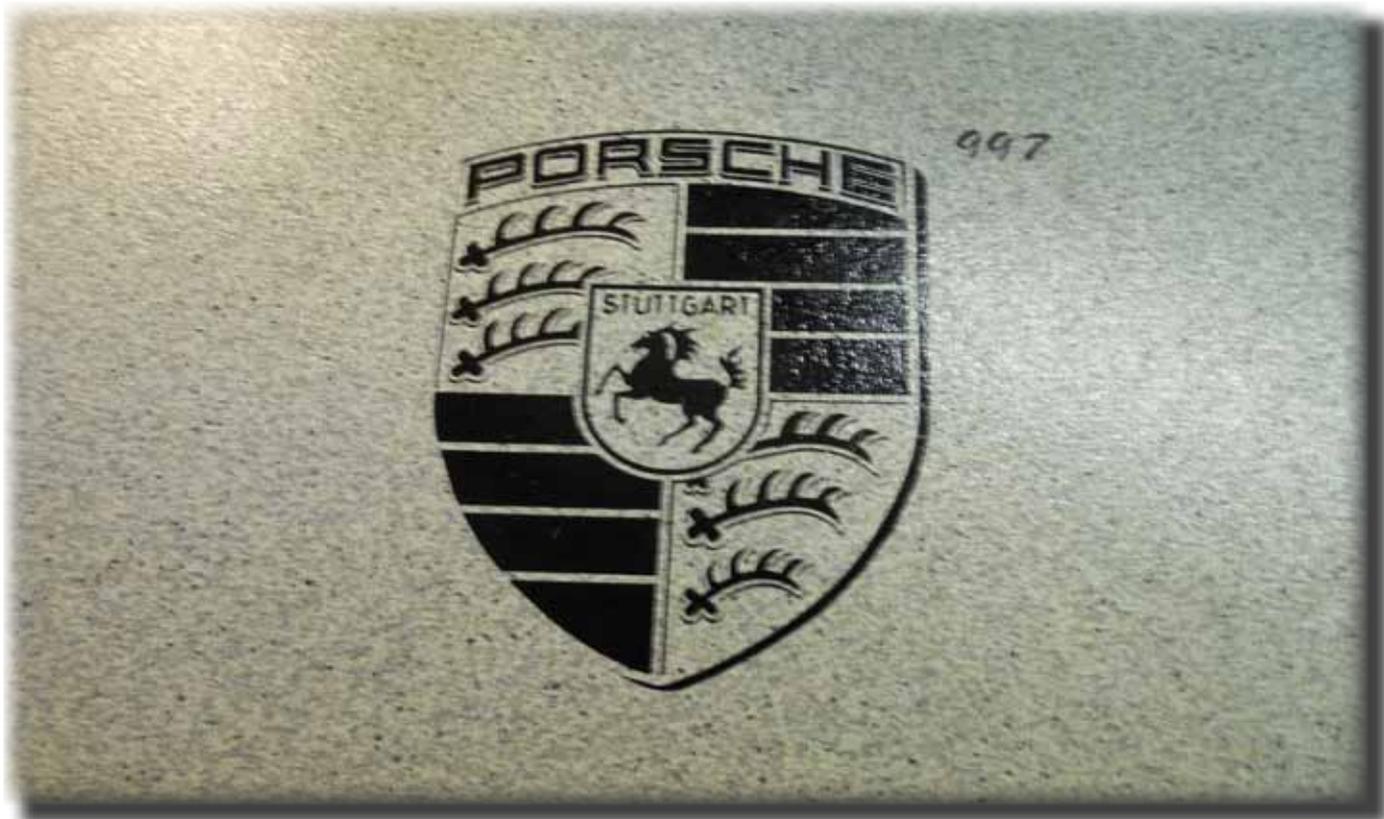
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My garage floor was installed just over 6-months ago. Over this winter my garage has 2 cars and 1 motorcycle under covers and 2 cars that are driven daily, but there's very little on the floor that doesn't have wheels. Point being, no clutter, no corners jammed with tools, no places for dirt or leaves to hide or worse, for ugly things to grow. When I need to sweep the garage, just get your leaf blower and blow the whole garage clear in 5-minutes. With all the snow this winter the garage has had its share of slush/salt residue to sit for many days. Not a problem, wait until that car is out and use a squeegee and/or the shop vac. Wipe any remaining water up with a mop or old towel and it looks as good as new. No stains. Even the rust stain that came from a metal snow shovel left on the floor, wiped right off. In the spring I plan to take 30-minutes and power-wash the entire garage and make it really sparkle.

The finished product is indestructible and guaranteed for life. (I told my brother about the lifetime guarantee and he chided that at my age, that wasn't saying much). All kidding aside, I love my new garage. If I had more local car-fanatics I'd add a corner table and mini-fridge so I could have them over to swap war stories!

The final cost for me was just under \$5.85/sq. ft. and I think it was worth the money. I'm also convinced it adds to the value of the house. If you are interested, send an e-mail to Steve George at the Garage Experts. merrimackvalley@garageexperts.com



The center emblem that looks stunning on Steve Baker's floor. We all should have one of these.



Which looks better?.. The floor or the car??



Happy with the outcome of the floor..all smiles!

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Charity Laps (Touring Group) (Rain or Shine)

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

Speeds not to exceed 60 MPH - or you will be asked to leave.-This will be enforced...

Driver’s Meeting - MANDATORY - April 13th, 2013 All drivers and passengers **MUST** attend a short Driver’s Meeting. The Driver’s Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

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

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

Name _____ Add’l Drivers _____
Address _____
Phone (day) _____ Phone (evening) _____

PCA Region _____ PCA # _____ or, Guest of _____
Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$40.00 per car
_____ Long sleeve event Shirts @20.00 each – Size ___M ___L ___XL ___XXL___
_____ Total **Amount Enclosed (ALL Checks payable to NCR-PCA)**
_____ Donation only: _____ I read and understand the speed limitation: _____ initials here.

Bring a copy of this page and check (Payable to NCR-PCA) to the track. For any questions, contact:
Ivy Cowles, NCR Charity Chair, (603) 767-6461(cell) (603) 742-4000,day/work email charity@ncr-pca.org

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

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Top two photographs by Steve Baker.



Some additional shots of Steve Baker's garage.



Can you see a Porsche in this picture???

Before



After



What an improvement on the after shots. Pictures by Steve George at Garage Experts.

Ferrari Club of Naples Car Show

Story By Jim Gratton and Photographs by Jim and Deb Gratton.

On Saturday, February 16, 2013, the Ferrari Club of Naples (FCN) held its spectacular Ninth Annual FCN Car Show on 5th Avenue in Naples, Florida (5th Ave. is the Rodeo Drive of Southwest Florida). I would estimate there were 500 cars on display - Ferrari, Lamborghini, Maserati, Bentley, Rolls Royce, BMW, Morgan, Lotus, Alfa Romeo, Bugatti, Cobra, Corvette and of course, Porsche, just to name a few of the marques. All cars were in position by 8am and remained on display until the 3pm closing. The side streets were blocked and used for a myriad of food vendors and auto related companies/vendors.

I arrived at 9:30am and was overwhelmed by the thousands of people viewing all the concours prepared cars. My plan of action was to view all 500 cars as I walked down 5th Avenue with an eye on the specific manufacturers or cars that would need a little more of my time and attention. The objective was to have an excellent overview of the entire show, take a few pictures and revisit certain marques.

As I walked into the Porsche section of 5th Ave, my pace slowed down. There were probably 75 to 80 Porsches. All were very well prepared. The number of 356s was astounding. A dark gray cabriolet caught my eye and as I approached the car, I recognized the gentleman sitting to the rear of the 356. John Boles was a CVR member when I first met him, and his wife Judy was the National PCA President. John and I swapped a few stories. One of my favorite stories happened in 1993 with a group of us from NCR at 48 Hours at the Glen. John and Judy had been talking about buying a new RSA. Judy went away on a business trip. John bought the new RSA and brought it to the Glen. He then proceeded to back the car into the armco as he came out of the heel of the Boot and did serious damage to the rear end. He was really looking forward to calling Judy and saying; "I bought the car and oh, by the way, I smashed it up!"

As John and I spoke, a fellow Porscheophile from Drakes Island, Maine came up and spoke to us, as did another couple from Falmouth, Maine. The latter couple was Mr. & Mrs. Morong, who own Morong Porsche/Audi in Portland. It is a small world and the car show in Naples further proves the point. Anyone who has the opportunity to visit Naples next year around mid February should plan to attend the 10th Annual FCN sponsored car show. It's not Amelia Island, but well worth the time.



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AiM Tech Session March 2nd & 3rd 2013.

Story by Bob Futterer and Photographs by David Churcher.

Roger Caddell, from AiM Sports LLC <http://www.aimsports.com> visited us again this past March 2 & 3 to introduce to us their "new" software product and to do a more advanced session to follow up the session from this past fall. Roger has a tremendous amount of knowledge and years of experience related to GPS data systems.

The staff and software engineers at AiM have been working on a software package designed with the autocrosser in mind. You will be able to download this software to your Solo or Solo DL and be able to review loads of useful information about your runs.

This session was very useful for Roger and us "the end users" because it allowed time for a lot of discussion about how it works and also provided feedback for Roger to take back to AiM.

AiM's Data Acquisition systems are based upon GPS technology. They supply the user with information such as speed and track position, acceleration, lap times, G force and much more.

Sunday was designated to do a more advanced session catering to the members that had a little more experience using data acquisition products.

I want to say thank you to Jimmy Hanrahan from Crosshaven Racing, in Braintree, MA (AiM Dealer) for giving away two \$125.00 gift certificates that we raffled off to two lucky members.

Thank you Porsche of Stratham for hosting the event.



Not even snow and cold can deter Porsche enthusiasts for the AiM Tech session.

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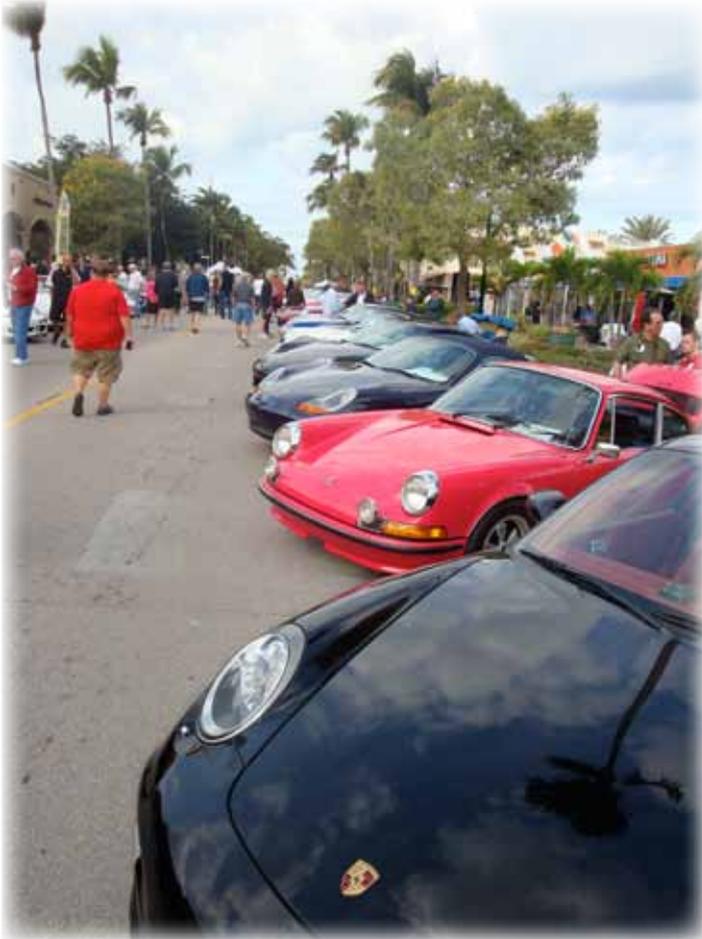
Session before the session...everyone was early and there was an energetic discussion before the real session.



Informal and relaxed atmosphere as Roger Caddell gets into explaining the high tech AiM equipment.

Continued from page 25...

Naples Car Show Continued.



911's of all vintages.

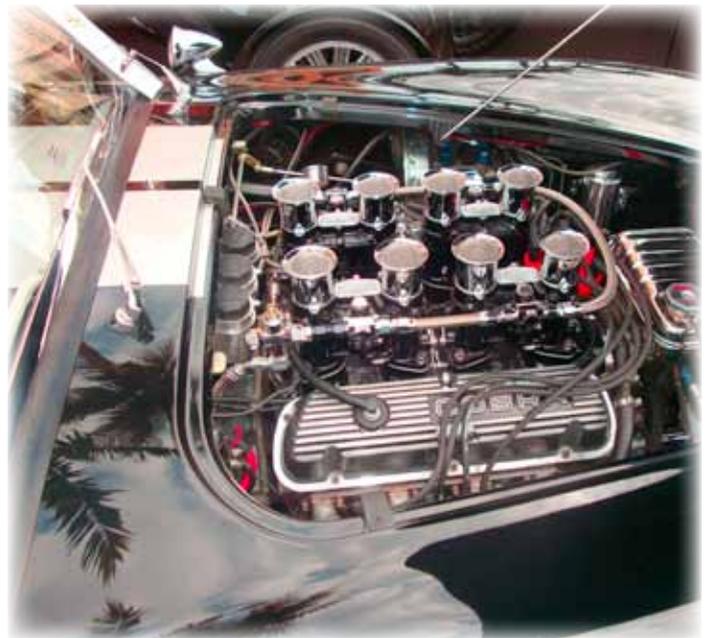


356 front storage.



Cobra knock-off-crude but effective.

Continued on page 29...



A beautifully prepped Cobra engine.



Ferrari's line both sides of 5th Ave.



356's line the street.



A fastback Cobra.



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Amelia Island 2013 - Story By Hank & Ivy Cowles. Photographs by Mike & Biff Gratton and Hank & Ivy Cowles

The second week of March found us once again in northern Florida for the Amelia Island Concours d'Elegance. On a par with many of the most prestigious car shows in the world, it has copped the moniker of "Pebble Beach - Without the Attitude". This was the eighteenth iteration of this annual event, and was reported to be one of the biggest to date, both in terms of attendance and vehicles on display. In excess of 25,000 car enthusiasts arrived on the island for the four days of activities, and more than 300 vehicles were on display along the tenth and eighteenth fairways of the Golf Club of Amelia Island at The Ritz-Carlton.

Although motor vehicles of all types are represented, the Concours has a definite focus on competition and performance vehicles. Honoree this year was Sam Posey, and past honorees have included notables Richard Petty, Bobby Rahal, Vic Elford and Sir Stirling Moss. And though we say "it's all about the people", the cars do play a part. This year was particularly interesting as it celebrated the sixtieth anniversary for Chevrolet's Corvette, and the fiftieth for the 911, Lamborghini, and the Ford GT40.

The top award of the 2013 Concours d'Elegance went to a stunning 1936 Duesenberg SJN owned by Helen and Jack Nethercutt of Sylmar, CA, described as one of the most powerful open cars of the 1930's. The Concours de Sport was awarded to one of the 50th anniversary marques, a 1968 Gulf liveried Ford GT40. This amazing car, chassis 1075, won at Le Mans in both 1968 and 1969, and managed to win six times over just eleven race starts.

But there is much more to the event than the Sunday Concours. The gathering launches on Thursday with some reception parties, but participant activities hit stride on Friday. First up in the morning was The Porsche Driving Experience, held at the Fernandina Beach Municipal Airport. The 'course' ran straight down one runway, and returned a slalom run down another. But participants weren't driving - it was much better than that! Participants were passengers of either Hurley Haywood or Patrick Long! We had reports of top speeds in excess of 175 miles per hour. What a thrill!

Once your pulse returned to normal, attendees could grab a seat in any of a number of seminars. Friday's featured seminars included The Corvette Stingray, with Peter Brock and Ed Welborn, GM VP of design, or The Porsche Fiftieth, with an impressive panel including Peter Schutz, Alwin Springer, Harm Lagaaij, Hurley Haywood, Vic Elford, Jeff Zwart and Patrick Long. Saturday's seminar featured The Ford GT40, and included Brian Redman, David Hobbs, John Horsman, Lee Holman and Alan Grant of Shelby Racing.

If auction action was in your blood, you could attend two of the best. Gooding's Auction was held on Friday two miles from the Ritz at the Omni Plantation, and was highlighted by the \$2.5 million sale of a 1928 Bentley 4 ½ Liter Semi-Le Mans Tourer. Seems almost affordable when you consider it is less than \$75,000 per letter of description! On Saturday RM Auctions held their fifteenth annual Concours auction in the Ritz ballroom. Top hammer went to a Duesenberg SJ Walker LaGrande at \$4.5 million. The average sale price was in excess of \$330,000.

We shared all of these activities with Biff and Mike Gratton, who stayed with us for the duration. David Churcher was to have joined us for the show, but unfortunately a busy schedule and snow-cancelled flights kept him from attending.

Sunday after the show we hosted a small party for some Island friends we had met at previously shows, including Ken and Elana Perry, Florida Crown members, and new friends Jerry and Deborah Charlup from CVR. Jerry and Deborah own the fabulous 1957 Carrera Speedster that graces this month's Northlander cover, and that they had been invited to exhibit at the Concours. We were thrilled that they asked to 'park' the Speedster with us at our location to keep it away from the traffic at the Ritz. The evening was spent in conversation ranging from cars to golf to wine, and concluded with the US premier - at least as far as we know! - of The Porsche 911 Story, filmed largely at the 2011 Porsche Parade in Savannah. Presentations may be coming at selected future NCR social events, so check your calendar often. This will be an event you do not want to miss!

Once again we had a terrific time at the show, sharing time and the Concours experience with friends both old and new. Next year's show is already taking shape and will celebrate Italian car builder Zagato, along with much, much more. If you have never attended the Amelia Island Concours, it is a must do, so add it to your bucket list. The show is a spectacular event, and you won't regret the experience.

Continued on page 37...and on the centerfold.



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IGNITION

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SPARK PLUGS

GOODYEAR



Can you find the three NCR members?



National's very own Manny Alban conversing over all the stunning cars.





911R

50th ANNIVERSARY
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COMPETITION

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Zone 1 Rally and Concours

May 18 - 19, 2013

Hosted by North Country Region

Well it's not too early to think about Spring ! Reach under your car covers, loosen those trickle chargers (if you have one), and shake off the remnants of that winter malaise.

The Annual Zone 1 Concours & Rally will be held on the NH/ME Seacoast the weekend of May 18 & 19, 2013. Weekend activities will include a Saturday Touring Class & People's Choice Concours at the Redhook Brewery, 1 Redhook Way, Portsmouth, NH 03801 and a Sunday Rally to York ME.

Saturday, May 18th is the Concours, bring your favorite car to the Red Hook Brewery (<http://redhook.com>). Registration begins at 10AM. Look for the signs. You can also find Concours details and information on the Zone 1 website (<http://zone1.pca.org>) . The \$10 People's Choice entry fee will be donated to MAKE A WISH.

The Saturday evening dinner will be held at the Cochecho Country Club, Dover, NH. - Dinner selection & final price TBA, but advance registration is required for a head count. We'll let you know selection and price as soon as we finalize them. Lets see how many Porsche's will be in on this convoy to Dover.

Sunday's Rally begins at 9AM with registration at the Redhook Brewery, followed by the drivers meeting at 9:15AM. First car off at 9:30AM and then you're off against the tricks and treats of the NCR Rallymasters! What will they be up to? The Rally route should take about 2-2 1/2 hours along the picturesque New England Coast and end at the beautiful Stage Neck Inn in York ME, <http://www.stageneck.com>, where a Sunday buffet (to be paid by each attendee) will be waiting for us. There will be a brief awards program.

THIS EVENT IS NOT TO BE MISSED!

The host hotel will be the Homewood Suites in Portsmouth NH. 100 Portsmouth Boulevard Portsmouth, NH. The Hotel will fill up quickly as there are three graduations in the area that weekend - so call them and book now. Call the hotel directly 603-427-5400 or FAX 603-427-5410 using the group code PCR for the Porsche Club group -OR- Online at www.portsmouth.homewoodsuites.com: enter dates of arrival and departure, and be sure to click on the "Add Special Rate Code" button. There you will see a group code box appear, where you will enter PCR. This will pull up the group rate. It is a two night minimum for the group rate. Without the two nights the rate will not show in the system. Blocked rooms will only be held until 17 April 2013.

Register at www.clubregistration.net OR Complete the Registration Form below and mail to: Jay Gratton 747 Mammoth Road, #3, Manchester, NH 03104. **Make checks payable to Zone 1 PCA.**

For any questions email Jay Gratton - jeg914@aol.com

..... ✂

NAME(S) _____

ADDRESS _____

EMAIL _____ PH# _____ REG _____ PCA# _____

CAR YR _____ PORSCHE MODEL _____ COLOR _____ Body Type _____

POSTMARK BY 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @	\$40 =	_____
People's Choice* & Rally	___ @	\$25 =	_____
Touring Concours Only	___ @	\$30 =	_____
People's Choice* Only	___ @	\$10 =	_____
Rally Only	___ @	\$15 =	_____
Satruday Nite Dinner	___	TBA	_____
TOTAL ENCLOSED			_____

POSTMARK AFTER 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @	\$45 =	_____
People's Choice* & Rally	___ @	\$30 =	_____
Touring Concours Only	___ @	\$35 =	_____
People's Choice* Only	___ @	\$10 =	_____
Rally Only	___ @	\$20 =	_____
Saturday Nite Dinner	___	TBA	_____
TOTAL ENCLOSED			_____

Do You Recognize This NCR Member??

Photograph by ???????



Continued from page 30...(Amelia)

And it is all for a good cause: since 1996 the show's Foundation has donated over \$2 million to Community Hospice of Northeast Florida, Inc. and other deserving charities on Florida's First Coast.

Information for next year's Amelia Island Concours d'Elegance can be found at <http://www.ameliacours.org/>. We look forward to seeing you on the Island in 2014!



Number 41 - Philippe Salvet - a sweet looking racecar!



A huge crowd looking at all the beautiful cars at Amelia Island.

TRACK CAR PHYSICS 101

3: WHEELS AND FLYWHEELS (Con't)

By: Greg Osche

In the previous article it was shown that reducing the weight of a rotating mass such as a tire/wheel/rotor assembly results in performance enhancements beyond that of just weight reduction. In this article we will apply these same ideas to the rotating flywheel. The purpose of the flywheel is to provide additional rotational inertia beyond that provided by the crankshaft to overcome the resistive forces of compression strokes and to smooth out the shocks due to cylinder firings. Modern Porsche flywheels are generally dual-mass configurations, which mean that they consist of two flat discs coupled by springs to obtain even smoother engine performance. They are typically heavy since they are designed for street use. For track use however such niceties are unnecessary and can actually have a negative effect on performance. Lightweight single-mass flywheels are the solution but the question arises as to how much performance can actually be gained by using them.

We can answer this by starting the analysis in the same manner as in the previous article and ask what kinetic energy due to an inertial mass M_{eq} moving at the speed of the vehicle v corresponds to the rotational kinetic energy of a flywheel with moment of inertial mass I_{fw} . We have

$$\frac{1}{2}M_{eq}v^2 = \frac{1}{2}I_{fw}\omega_{fw}^2 \quad (1)$$

where ω_{fw} is the angular velocity of the flywheel and

$$I_{fw} = \frac{1}{2}M_{fw}R_{fw}^2 \quad (2)$$

Here M_{fw} is the mass of the flywheel and R_{fw} its radius. As with the wheel assemblies in the previous article Equation (2) assumes a uniform flat disc, an assumption that is reasonably accurate in the case of single mass designs but less so in the case of dual-mass designs with attached components.

Equation (2) tells us that not only can we reduce the moment of inertia of a flywheel by reducing its weight but also by reducing its radius R_{fw} . Both techniques are effective, the latter having the advantage of being a squared function. However, this is not an easy option since starter motors and clutch assemblies must interface with the flywheel so that these would also have to be modified. In the case of a racecar being developed from scratch a detailed tradeoff between weight and radius can be done early in the design stage to optimize the flywheel design. Care must be exercised since too low of a moment of inertia can cause engine problems in the form of bearing damage, rough, uneven idling and the risk of stalling.

Now the velocity of the vehicle is related to the wheel radius R_w and angular velocity ω_w by (see Equation (3) of the previous article)

$$v = \omega_w R_w \quad (3)$$

Continued on page 39...

Substituting Equations (2) and (3) into Equation (1) results in

$$M_{eq} = \frac{1}{2} M_{fw} \frac{R_{fw}^2 \omega_{fw}^2}{R_w^2 \omega_w^2} \quad (4)$$

But the angular velocities of the wheel and flywheel are related through the gear train, that is

$$\omega_{fw} = G_j G_D \omega_w \quad (5)$$

where G_j is the j th transmission gear ratio and G_D the differential gear ratio, the latter being a fixed number for a given model car. To simplify we let $G_{Fj} = G_j G_D$ represent the overall or final drive ratio in the j th gear. Substituting this and Equation (5) into Equation (4) we obtain

$$M_{eq} = \frac{1}{2} M_{fw} G_{Fj}^2 \frac{R_{fw}^2}{R_w^2} \quad (6)$$

Equation (6) represents the equivalent inertial mass of a rotating flywheel. To this we must add the actual mass of the flywheel, obtaining

$$M = M_{fw} + M_{eq} = M_{fw} \left(1 + \frac{1}{2} G_{Fj}^2 \frac{R_{fw}^2}{R_w^2} \right) \quad (7)$$

Notice that we can also increase the tire diameter to reduce the effective mass M . However, this must be traded off with the increase in mass of the wheel assembly itself as per the analysis of the previous article. This option is usually limited by fender clearance in most sports cars.

Taking the difference between the effective mass of a stock flywheel and a lightweight version yields

$$\Delta M = \Delta M_{fw} \left(1 + \frac{1}{2} G_{Fj}^2 \frac{R_{fw}^2}{R_w^2} \right) \quad (8)$$

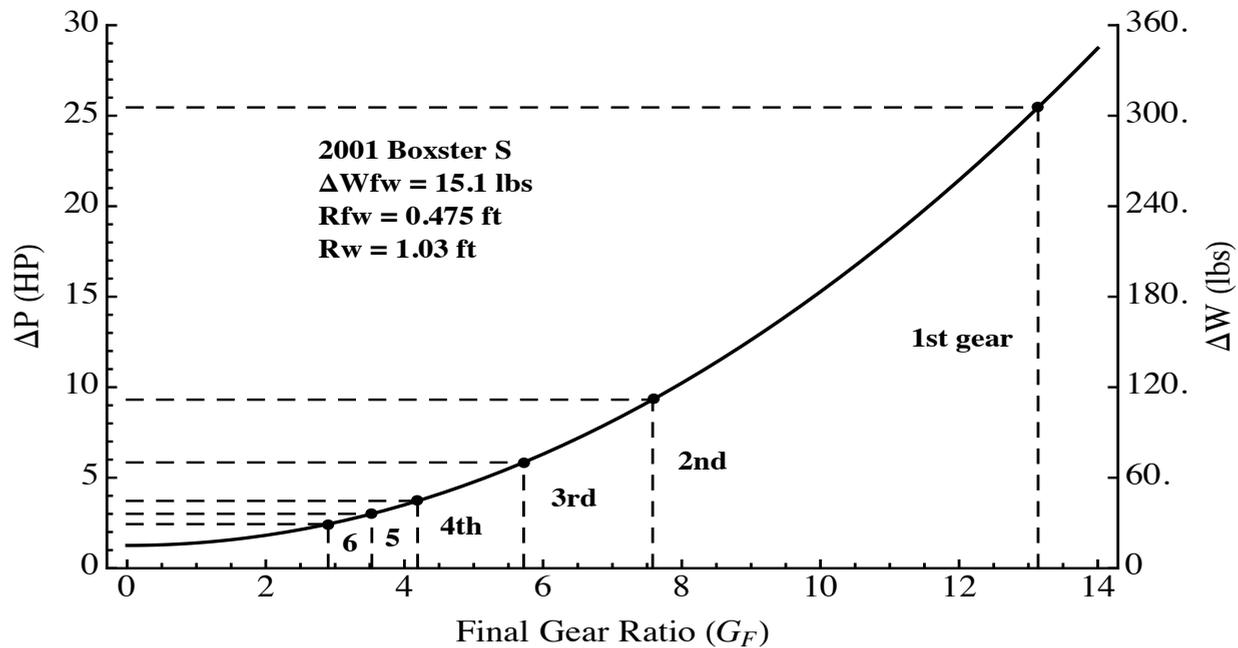
As in Equation (7) of the previous article we can approximate Equation (3) of Article 1 for small mass ratios to obtain the corresponding effective power gain. (However, for high mass ratios the full Equation (3) should be used). Since mass and weight are approximately equal in the system of units used here we can let $\Delta M \rightarrow \Delta W$ and $\Delta M_{fw} \rightarrow \Delta W_{fw}$ to finally obtain

$$\Delta P = \frac{P}{W} \Delta W_{fw} \left(1 + \frac{1}{2} G_{Fj}^2 \frac{R_{fw}^2}{R_w^2} \right) \quad 9$$

A plot of Equation (9), using Equation (8), is shown below for a 2001 Boxster S with a nominal power-to-weight ratio $P/W = 0.0833 \text{HP/lb}$. The most striking feature of the plot is the fast fall off in effective horsepower ΔP with gear number, an effect that can be traced to the relative mechanical advantages of the gears. This translates into significant performance gains (9 – 25 HP) for low speed events such as autocross where 1st and 2nd gears are typical but only modest gains
Continued on page 40...

(2.5 – 6 HP) for track events where 3rd, 4th, and 5th gears are the norm. (Note the large separation between first and second gears, a feature for that year’s Boxster S that makes for difficult street shifting and non-optimum performance for autocrosses).

The specific values used in the plot are best estimates of stock and aftermarket flywheel weights and radii for the Boxster. For example, a stock dual-mass flywheel weighs about 28.1 lbs while lightweight single-mass flywheels are about 13 lbs resulting in $\Delta W_{fw} = 15.1$ lbs! The flywheel radius is a little less certain but best estimates from various sources suggest it is about 5.7 in (0.475 ft). In fact these numbers



are somewhat typical for the modern Porsche irrespective of the model. The plot can therefore be used to loosely estimate benefits for other models as well. This can be done directly for ΔW on the right axis, the gear ratios being readily obtained from the various Porsche operating manuals. Effective power gains, however, must take into account any difference in the power-to-weight ratio relative to that of the Boxster. For a nominal 3000 lb car this simply means multiplying the values of ΔP on the left axis by the ratio of the car’s horsepower to that of the 2001 Boxster S (250 HP).

Thus far we have considered three ways in which the power-to-weight ratio can be improved without increasing engine power. These include taking out unnecessary weight, reducing wheel weight, and reducing flywheel weight, the latter two having the added benefit of also reducing rotational inertia. These effects are additive so the cumulative effect can be significant. However, the resistive forces of aerodynamic drag can quickly overcome any benefits from these modifications as will be shown in the next article.



Is The Autocross Trailer ready for the 2013 Season:

Photograph by Nancy and Edgar Broadhead.

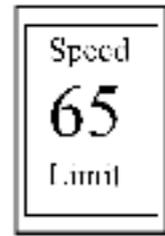


Though as we can see below this pride and joy does not sit out in the snow!!! Nice car Ed and Nan!



From The Far Side Of ...

Gary M. Levine



We have all heard of the Age of Entitlement. If you merge the concept with the Age of Mobility you arrive at the Wheels of Entitlement.

Soon after the invention of the horseless carriage, the Age of {Automotive} Entitlement began. To own a car required money and a sense of daring bordering on recklessness. A car represented a social and financial statement. And a power trip. As cars became more affordable and roads more congested, the number of drivers with ingrained competitive behaviors increased. Their sense of personal space and anonymity grew as cars became enclosed with dark tinted windows. Unfortunately, this feeling of entitlement counters the egalitarian construct of a social democracy. Several varieties of entitled drivers are evident including:

The Weaving Wonders

This Speed Demon perceives that every car ahead of them is an obstacle to reaching their destination. While young male drivers are most commonly seen weaving through traffic, testosterone is no longer the only necessary stimulant for Speed Demon. Woman is joining their ranks. Members of the Me Generation. No doubt alcohol, marijuana, amphetamine and cocaine use help fuel this behavior. These menaces likely drive cars with pretensions (Mustangs, Camaros, big pickup trucks and BMWs). BMW drivers are especially irksome to me as a Car Club Cross Dresser, since I belong to both PCA and BMW CCA.

Left Lane Hogs

Now, I don't mean pulling into the left lane to pass. The Entitled Driver owns the left lane and refuses to get over. There are Fast Hogs and Slow Hogs. The former, also known as Flashers, aim to keep the speedo needle frozen at 85 mph regardless of the weather or traffic density. Here again, young guys in muscle cars and BMWs are rampant. However, we are now inundated with the antimatter of lane hogs -- the Slow Hog. A Prius driver or senior yachting along in a Buick, Avalon or Lincoln Towncar. There are several underlying motives for this behavior including fear of changing lanes, using the left edge of the road as a Braille guide or purposely slowing down others so as to maintain the posted speed limit. Hogs will pull out to pass a car that is going 0.5mph slower. It can take this Hog ten minutes to complete the pass and sloooooowly drift back into the middle or right lane. Prius drivers are a special subset. Some of them are preoccupied keeping their eyes on the video screen tracking their gas mileage rather than looking in the rear view mirror. When their gas mileage drops below 45mpg, perhaps going uphill, they back off the throttle to keep the mpg in the green sector. Others drive just below the speed limit. They want you, the driver of a gas guzzler, to slow down and save gas. I call this behavior Priuspism.

Entitled Parkers

Cruise through any parking lot and you'll find cars parked straddled across two spots, often at a 45 degree angle. These people are unwilling to park at the far corner of the lot where their car will remain unmolested and walk. While almost any brand car may be found left in this position, the owners of the upscale Japanese brands seem to stand out in this regard (Why are these people so enamored of their Lexi or Accurata?).

Another interesting entitled parking behavior is the Not Really Handicapped. I am always stunned by the driver bounding out of their car at the health club who has a handicap hang-on attached to the rearview mirror or has a handicapped license plate!

Continued on page 43...

Cell phoniacs and BrainDead Bloggers

Distracted entitled driving has become illegal in many places, but the problem isn't going away, just becoming less obvious. No doubt the driver texting away on his/her lap will be a constant threat, but we now have voice activated hands-free phone interfaces appearing in new cars. Unfortunately, Porsche has joined the ranks with their Porsche Communication Management option that will be essential so that the Hedgefunders or Vulture Capitalists can maintain 24/7 connectivity. Perhaps less dangerous than a hand held phone, the driver's attention still is diverted from road awareness. Wouldn't it be nice if cars were equipped with a micro-wave scrambler preventing cell phone use when the car was moving?

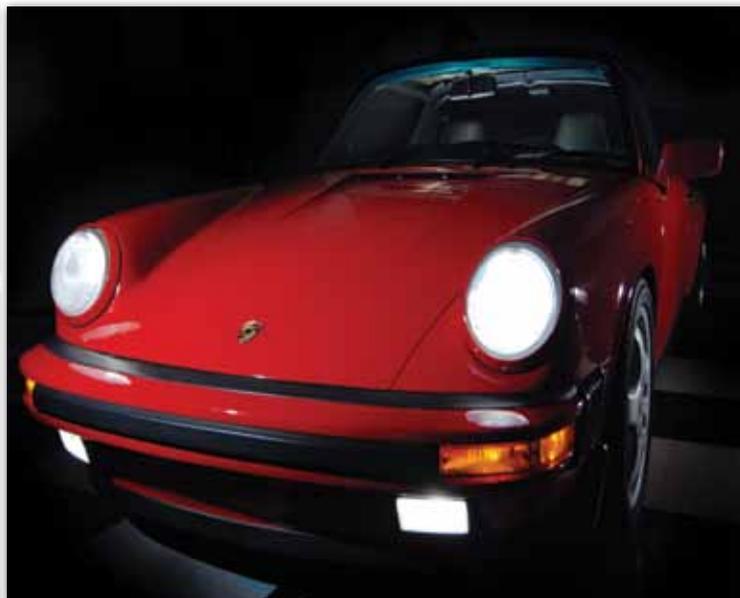
It is my belief that the vast majority of Porsche Drivers, especially PCA members are self constrained from entitled driving behavior. I speculate the causes to include that we tend to be older, better educated, more safety conscious and perhaps possess a sense of automotive superiority and high visibility. Driving down the road, more often than not, you'll find a white-haired or bald guy in his Porsche at the speed limit in the right lane. Perhaps we've gotten past this problem by attending DE programs and getting speed out of our system. The one exception to the rule seems to be the random Cayenne pilot, aka the Intimidator or Tailgater, whose main motivation for buying a Porsche is to own the most expensive of the SUVs.

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Targa Wreast Point 2013

Notes and Photographs By David Churcher

Matthew Read and Robert Williams entered their 1981 911SC and came in 10th. During the scrutineering session the guys took time out and socialized with Northlander. The photograph in the Tasmanian bush is about 2 km into stage one early on Saturday morning.



Continued on page 47...



This Photograph in the Tasmanian bush is about 2 km into stage one early on Saturday morning.



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Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events.

Ayer European Auto Restoration	Maine	207-582-3618
Autosportnortheast	Maine	207-698-1000
German Auto Service, Inc.	Maine	207-282-3013
The Boston Sportscar Co. LLC	Massachusetts	781 647 7300
Exotech	New Hampshire	603-382-3599
Sports & Vintage Car	New Hampshire	603-675-2623
Dupont's Service Center	New Hampshire	603-742-8627
Loader Imports	New Hampshire	603-887-0911
Series 900	New Hampshire	603-863-0090
Porsche of Nashua	New Hampshire	603-595-1707
Blair Talbot Motors	New Hampshire	603-740-9911
Matt Romanowski	New Hampshire	603-674-3250
Precision Imports	New Hampshire	603-624-1113
Edgar Broadhead	New Hampshire	603-526-6578
AVA Restoration	New Hampshire	603-563-8910
JSP Motorsports	New Hampshire	603-477-9738
Northern European Automotive	New Hampshire	603-228-0533
Continental Automotive Repair Service	New York	845-356-2277
Auto Union	Vermont	802-223-2401
Green Mountain Performance Co.	Vermont	802-775-3433
Eurotech	Vermont	802-660-1900
Renline Inc	Vermont	802-893-7366
The Metric Wrench	Vermont	802-751-8577
Heads Up Motorsports Inc.	Vermont	802-886-2636

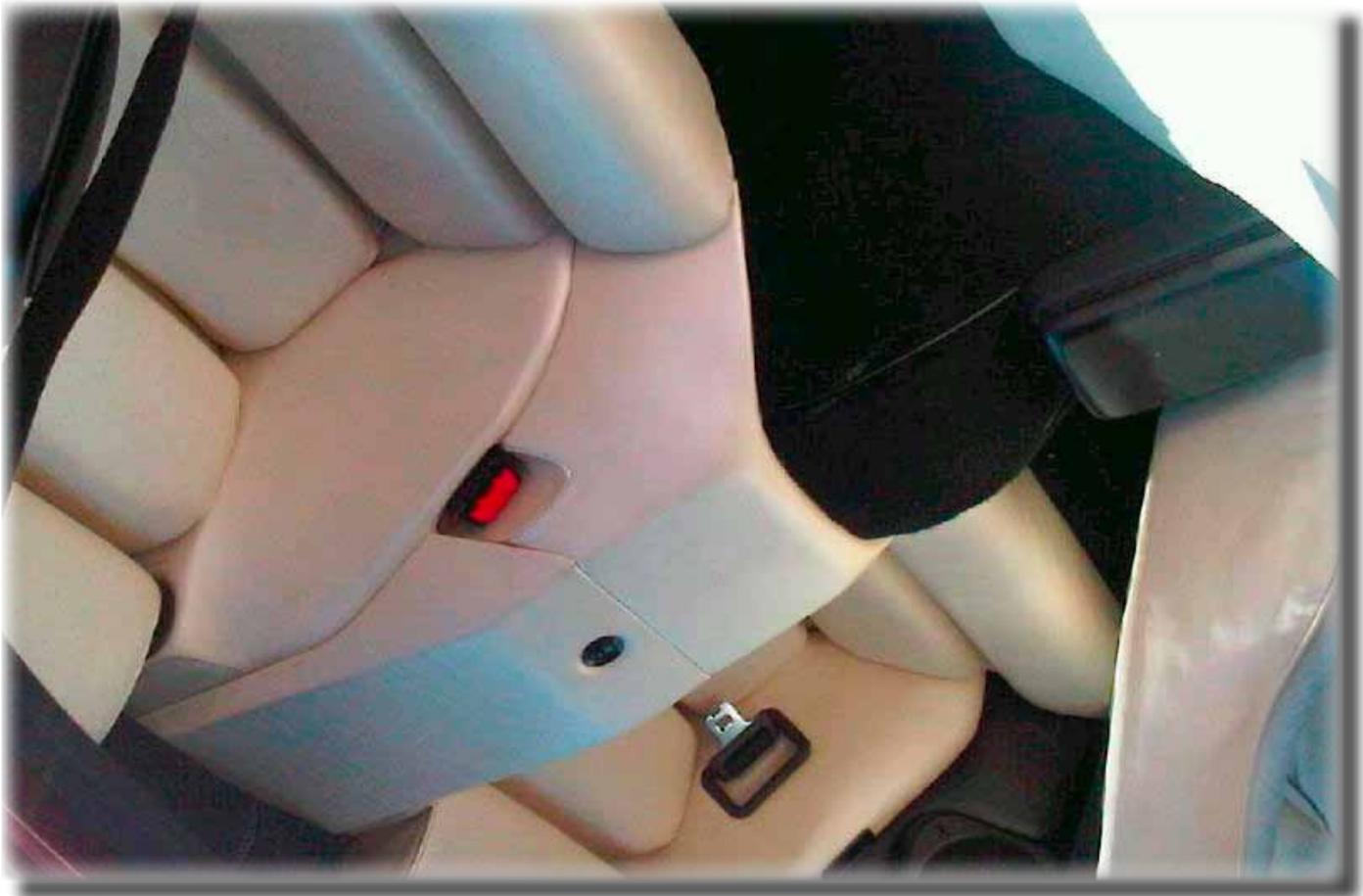
New Member Dan Polagruto's Beautiful Car:

By Dan Polagruto

1984 Porsche 928s, 5 speed. I have owned the 928s since 1989. My 928s does not like rain or snow...but does like nice sunny days :-). This 928s has a rare white & black leather interior, with black carpet. 100% stock, the only upgrade, Porsche 928GT staggered wheels, in excellent condition. Runs strong & Sounds great.



Continued on page 50...



Beautiful interior...



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2003 996 C4S, Coupe, Silver/Black, 58,000 miles, 6 speed, completely stock, many factory options (Sport exhaust system, Xenon headlights, full leather interior, power leather seats, Bose sound system, sunroof, 18" Turbo wheels, and more), no body work, clean interior (no smoking), always kept in garage, new OEM catalytic converters (both banks), professionally installed Alpine navigation system, Dension iPod adapter (digital connection to OEM radio), need new tires soon, excellent condition. \$34,000.

Akira Mochimaru, Natick, MA am904gts@gmail.com



1997 VW GTI Lemons/Chumpcar Racecar

-- 145K, professionally built cage, interior removed, Porterfield brake pads, recent tune-up, with sport springs (1.5 in. lower), and aggressive alignment, glass is still in car. Car does not leak/burn oil or coolant and is very quick. Car is ready to race and be competitive in Lemons/Chump Car/enduro racing.

Needs new tires, a RF wheel bearing (\$30) and a new kill switch and it's ready to run up front at Lemons. This is Top 5 car out of 100+ cars with right drivers. \$5K-\$6K invested.

NCR price of \$2500/BO. Car located in Londonderry, NH.

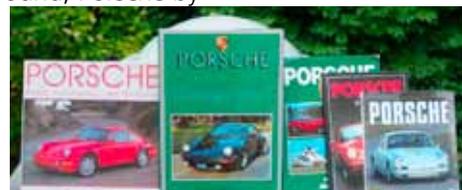
Jay Gratton JEG914@aol.com or (603) 440-9804

Books: (\$50.00 for the lot)

Porsche by Randy Leffingwell - paperback, Porsche by Chris Harvey - hard bound, Porsche by Michael Cotton - hard bound, Porsche by Nicky Wright - hard bound, Porsche by Susann Miller - hard bound

Prints: (\$200.00 for the lot) - individual photos available.

Porsche race car by P. Hearsey - ZONE 1 class winner award
 911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
 356 Roadster at North Andover commons by Susanna Weber - NER region - class winner
 All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435





PCA Zone One 48 Hours of Watkins Glen June 14-16, 2013

Join us for the 39th consecutive year of the Zone 1 48 Hours of Watkins Glen, on June 14, 15 & 16. 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.

→We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner.

→A Zone 1 commemorative hat and patch will be provided to all registrants who attend.

Come and meet the new Zone 1 Chief Instructor, Matt Romanowski. Matt is taking over for Dave Maynard, who after many many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

Pricing: Green & Yellow (Sat & Sunday): TBD
 White & Black (Friday, Saturday and Sunday): TBD
 Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD

MART

1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels 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. com. \$40,000.00 obo. 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 Ivy@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO



1980 911 SC white / black leather. CA 91AO141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

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

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

ITEMS FOR SALE:

Bridgestone Pole Positions RE050A 225/45/17 and 255/40/17. Fronts are almost new and the rears are in great shape. The came with my car and I have been saving them as "wets" but I'm just not using them. \$425 for the set of 4. email pgr928@yahoo.com or call Pete 603-505-0910

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 boxer/996 center console - \$200 ... Gray and silver boxer/996 e brake handle - \$150 ... Gray and silver 6 speed boxer s/99 shift knob - \$75 ... Boxster S front bumper for normal boxer/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

SALE: '80 Mazda RX7 alloy wheels (2) with snow tires \$250 ... DavidChurcher@comcast.net, 603 799 4688

Rare S2: Every known wear item has been replaced!!!!. This is a reconditioned car with many zero time components.

Five speed manual transmission car with a 3.0 liter 16 valve 4 cylinder 200+HP!. Top end rebuild plus timing belt service less than 10k miles: \$2000 . New clutch, torque tube, motor mounts, and transmission mount: \$4000. Brand new factory floor mats. Adjustable Koni Sport shocks. Weltmeister sway bars and drop links.

28 mm torsion bars. Two sets of wheels. Very fun to drive!!

Come see it at:

Northern European Automotive
14 Chenell Drive
Concord, NH 03301

603-228-0533

www.northerneuropeanautomotive.com

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.



PORSCHE CLASH

At The Glen

Join us for the 13th Annual CLASH AT THE GLEN May 31st - June 2nd 2013
 Hosted by the Regions of Zone 1 at
 Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.
 2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

Registration opens on Monday, April 15th at 10:00 p.m. EDT <http://register.pca.org>
 Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact
 Jennifer Webb at jenniferbischoff@hotmail.com or 514.235.0157
 Pete Tremper at tremper9146@aol.com or 609.221.3854



PORSCHE CLASH

At The Glen

May 30th - June 2nd, 2013 Watkins Glen International, Watkins Glen, NY

There is no better way to help support Zone 1, than by volunteering for this year's Clash at the Glen Club Race. Held at one of the best and most historic racetracks in the country, the Clash brings together club members for 3 days of fun and exciting racing, which you can be a part of. Volunteers are what enable us to put on one of the best club races in PCA. We encourage you, your family and friends to register as volunteers for this year's Zone 1 Clash at the Glen Club Race.

Below are the areas and descriptions of where we need you to volunteer!

Registration: This takes place at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

Garage Admin: This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork are also handled here and every volunteer must sign in every day!

Tech Inspection: The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

Timing & Scoring: Although the race is timed and scored with computers and in-car radio transponders, a paper trail is also needed. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

Grid: All the cars are "parked" along the grid prior to the start. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid position. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

Enduro pits Monitor: The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. *This group only works on Sunday.*

We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward.

- Work any three shifts and receive a Zone 1 Club Race jacket.
- Work Thursday afternoon and receive a free ticket to dinner Thursday night.
- Work both sessions on Friday and receive a free ticket to dinner Friday night.
- Work both sessions on Saturday and receive a free ticket to dinner Saturday night.
- Work one session only on Sunday and receive a Zone 1 Club Race Hat
- Work both sessions on Sunday and receive a Zone 1 Gift Certificate and a Zone 1 Club Race Hat.

To register online using Motorsportreg.com please visit <http://tinyurl.com/a77jawm>

Please contact Jennifer Webb at jenniferbischoff@hotmail.com with any questions about volunteering.

Announcing NCR's 2013 Car Control Clinic

Mark your calendars: Saturday, **April 27th 2013**, North Country Region will hold a car control clinic on the parking lot of New Hampshire Motor Speedway from 10:00 AM - 3:00 PM with a noon pizza party hosted by NCR.

The Car Control Clinic (CCC) is a non-competitive event intended to allow drivers to experience the attributes of car control at and beyond the limit, in a safe and controlled environment. It helps drivers improve their driving skills while learning about car dynamics. The CCC serves a dual purpose in that it prepares students for Autocross and Driver Education events plus it teaches skills useful in everyday driving situations. The CCC is held in a large parking lot at New Hampshire Motor Speedway, using plastic cones, to provide a safe learning environment for these low-to-moderate-speed maneuvers.

This clinic is designed for all drivers, **including ages 16 & 17**, with a valid driver's license and parental consent (sorry, no driver permits). The intent of the clinic is to help drivers become safer and more confident through knowledge and experience

The clinic will cover the following:

Lecture Topics

- Seating position
- Hand position
- Vision
- Mental preparation
- Car dynamics & theory
- Car maintenance check



Driving Exercises

- Skidpad
- Emergency Braking
- Slalom/Swerve

Each student will get in-car instruction from an experienced NCR instructor.

The emphasis of this clinic is car control, not racing or competition. In that spirit, most car makes and models will be allowed to participate. No trucks, SUVs, (Cayennes excepted) or vans allowed. If you are uncertain, please email the event Chairmen beforehand, their decision will be final. The event is limited to 30 students.

Note: Car numbers are not required for this event.

Registration Procedure

Registration is open at this time. The registration fee is \$60. Registration will be handled online via the MotorsportReg Online Driving Event Registration website (www.Motorsportreg.com). If you do not have an account, you will need to create one. This single account will allow you to register for PCA and other car club events.

If you are between the ages of 16-18, please print out the proper waiver form listed below and have parent and student sign it (http://www.pca.org/portals/insurance/Minor_and_Parent_Form-WAIVER-PCA2009.pdf)

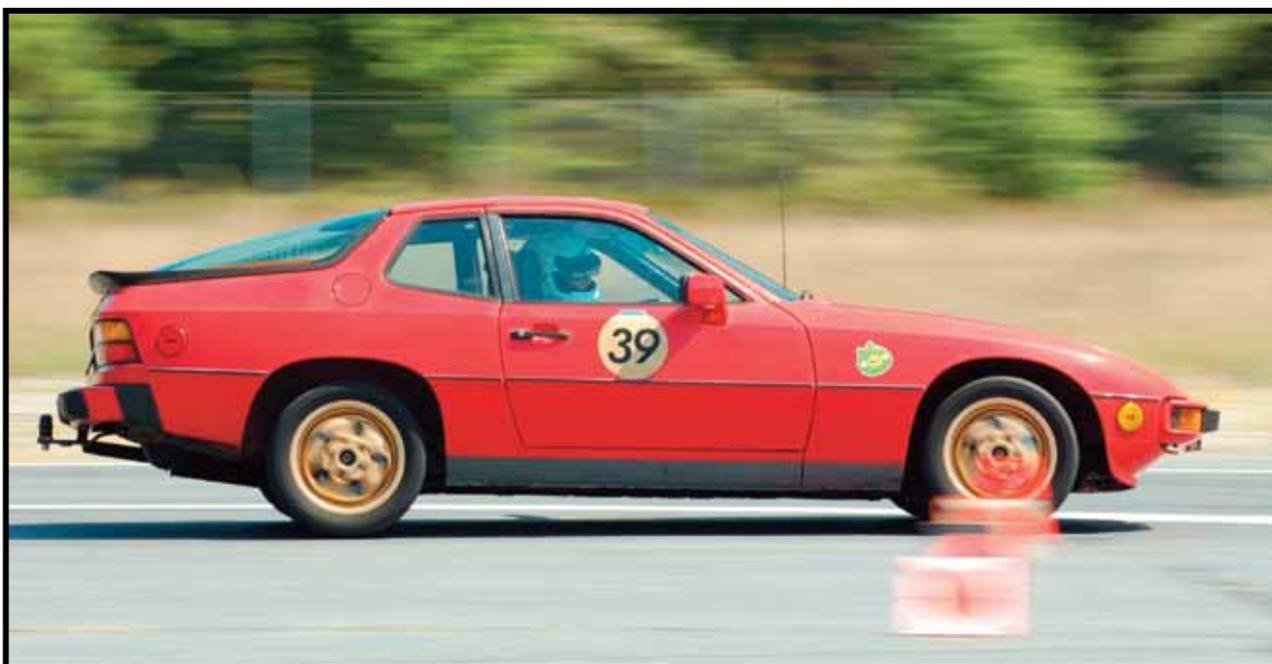
and then bring form the morning of the event. Without this form, you will not be allowed to drive and there will be no refund.

Event Chair: Dave Logan @781-367-3592 or email CCC@ncr-pca.org

Sign up early, as it will fill up quickly!



twenty eighth annual autocross



august 24th - 25th, 2013 moore airfield, ft. devens ayer, ma

this year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.

how much it costs

\$70/person early registration on or before 8/12/13
\$95/person after 8/12/13
Registration fees are for one or two days.
Online registration via clubregistration.net only.
No on-site registration the day of the event.
Registration will open 7/5/13 and close 8/21/13.

where to stay

Springhill Suites by Marriott
31 Andrews Parkway
Devens, MA 01434
Phone: 978-772-3030
<http://devenscommoncenter.com>
Rate: \$129/night + tax
Refer to: **"Porsche Club Autocross"** for group rate
You must book by 8/2/13 for group rate

who to talk to

Zone 1 Autocross Chair: Don Coburn
autoxerpca@aol.com or (516) 804-2562

Zone 1 Autocross Registrar: Aaron Ambrosino
zone1axregistrar@gmail.com or (518) 729-0017

links to the pcr's will be posted on the zone 1 website - <http://zone1.pca.org>

SAVE THE DATES FOR THE 2013 PORSCHE GATHERINGS AT
LIME ROCK PARK



2013 PORSCHE CORRAL & GATHERING SCHEDULE

ALMS NORTHEAST GRAND PRIX - JULY 4 - 6

CORRALS ON JULY 5 & 6 AT THE PORSCHEPLATZ TENT

HISTORIC FESTIVAL 31

CORRALS ON AUGUST 31 & SEPTEMBER 2

PORSCHE SECTION IN THE SUNDAY IN THE PARK CONCOURS & CAR SHOW ON SEPTEMBER 1

GRAND-AM CHAMPIONSHIP WEEKEND

CORRAL ON SEPTEMBER 28

GET YOUR TICKETS AT TICKETS.LIMEROCK.COM OR 1 (860) 435 5000



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BTW



For those who did not recognize that face, it's NCR's Hank Cowles in an earlier photograph!

Northlander advertising rates:

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.



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NEXT MONTH

**DE Season Opener and MAW Event
Much Much More...**

Spring, I am happy to report, is just around the corner...



Now for most folks, that is a bit of a cliché; a lovely sentiment at most. Spring for many represents an optimism that seems to bloom like so many crocuses in your garden.

After all, Vivaldi composed of it, Monet painted it, heck, robins sing to it.

Now, contrary to most, I think the key part of the introductory sentence has nearly nothing to do with “spring” at all. I would contend that is the second half of that sentence that is largely responsible for making the majority of us smile. So, based on that, perhaps a re-write is in order....

Spring, I am happy to report, ***is just around the corner...***

Whether you enjoy the off ramp for exit 22 through the tunnel to Copley Square, or the fast left hander at Watkins Glen, the staff at EPE would like to help ensure the most consistent corners are the ones turning “up” at the edges of your smile.



NORTHLANDER

Volume 36 Number 4 April 2013

Janet Quintero
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