

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 38 Number 1

January 2015



**IN THIS ISSUE:**  
Autowerkes Tech Session  
WEC 2014  
Holiday Shopping  
...and much much more!



This 959 is equipped with all-wheel drive, cockpit adjustable ride height and drive torque distribution. Its ABS brakes are stuffed inside magnesium hollow spoke pressurized wheels shod with run flat tires and you'll find bespoke double wishbone suspension at all four corners.

All of this is wrapped in a voluptuous Aramid and aluminum body, powered by a 2.85 liter, 4 cam, 4 valve, water and air cooled, sequentially turbo charged engine producing 444 horsepower.

Sadly this particular 1988 Porsche 959 will be tied up a bit longer while undergoing some major repairs here at European Performance Engineering and may not have the opportunity to play in the snow this winter. However, please feel free to drop by and see the "work in progress" and perhaps discuss your own Porsche needs.


Whether you drive a Cayenne, Boxster, Cayman, Panamera or 911, remember, EPE is one of the only "Porsche specific" independent service and repair facilities in New England with a talented staff, dedicated to making your Porsche ownership experience as rewarding and exciting as it can be.



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HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

We are looking for members interested in keeping this club going. Past administrations have done the hard work - they have built a strong and varied program with ever greater participation from the membership.

We are growing each and every year. Any member, whether active, affiliate, or associate can help out. If you have any interest in helping out this great region, please contact Matt Romanowski - [matt@jraplastics.com](mailto:matt@jraplastics.com)

Thank you!

NCR



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# NORTHLANDER

NORTH COUNTRY REGION

Volume 38 Number 1

PORSCHE CLUB OF AMERICA

January 2015

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## COME JOIN US!!!

### Yankee Swap January 24th 1pm - Holy Grail Epping NH

Calling all NCR members and friends for our Annual Yankee-Swap Event- Holy Grail Restaurant - Epping NH

Shake off those winter blues, no driving or technical experience required. Just bring your good humor and be ready for a good time.

If you wish to take part in the swap please bring a \$25 gift - for some good ole' fashion Yankee Swap fun. You can come join in for lunch as well - we will order off of the menu. We hope to see you all there! Holy Grail is close to the intersection of Rte. 125 and Rte 101 about half way between Manchester NH and the seacoast.

RSVP no later than January 19th with the number of persons attending.

ivy@consumerprofilesinc.com

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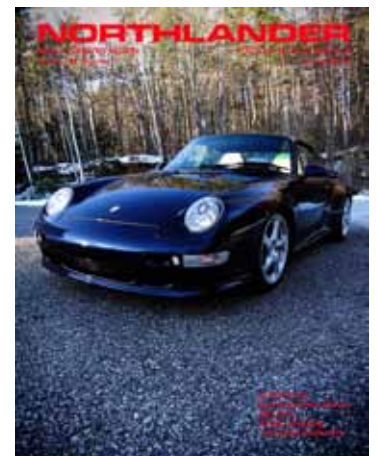
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## On the Cover

This picture was taken by Jim Graham - when his stunning baby came home from the garage. Nice looking car Jim...



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## CALENDAR

### NCR Calendar or Events

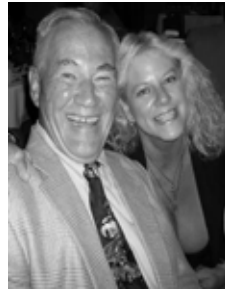
#### January

Jan 24th - Annual Yankee Swap 1pm -?

Holy Grail - Epping NH.

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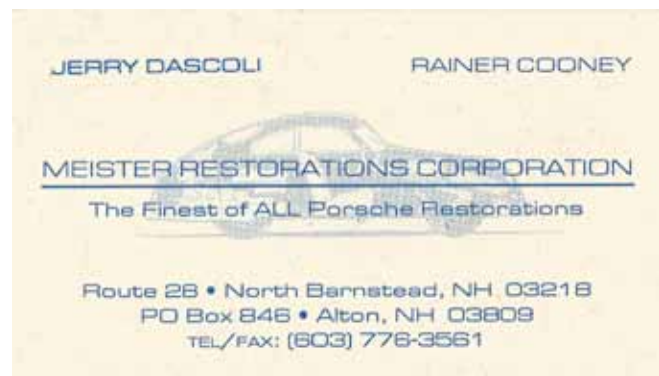
## EDITORS' DESK



### MUSHY STUFF...

Wow what a busy year it has been again. I want to take this time to reflect and thank you for all you have done to be a part of my life and support me this year!

It has been another great year with all of you and I look forward to the next year! 2015 - Here we come. Happy New Year.



## MEMBERSHIP



**Laura Futterer**

### January 2015 Northlander - New Members and Anniversaries

#### New Members:

Tim Duggan  
Chelmsford, MA - 2012 911 Carrera S

Jerry Karabelas  
Portsmouth, NH - 2001 Boxster

Jim Kelly  
South Pomfret, VT - 2006 Cayman S

Richard Mater  
Salem, NH - 1986 911 Carrera

Devasena Morrissette  
Nashua, NH - 2015 911 Carrera 4

Mark Lewis  
Debby Lewis  
Shirley, MA - 2008 Boxster  
Transfer From: Northeast Region -  
Joined PCA 7/9/2013

#### 1 Year

Paul Banville  
Atkinson, NH - 2007 Cayman

Timothy Crotts  
Deborah Crotts  
Greenland, NH - 2002 Boxster S

#### 2 Year

Arnold McCalmont  
Hollis, NH - 2009 911 Carrera

### Member Anniversaries

#### 2 Year cont'd

Alfred Sanel  
Bedford, NH - 2013 911 Carrera

#### 5 Year

John Kieley  
Temple, NH - 2009 911 Carrera 4S

Charles Traill  
Carissa Traill  
Nashua, NH - 2004 Carrera

#### 15 Year

Steve Berlack  
Ronnie Berlack  
Franconia, NH - 1986 911 Carrera /  
1970 911T / 1977 911S

#### 20 Year

Daniel Jones  
Linda Jones  
Exeter, NH - 1956 356 / 2001 Boxster S

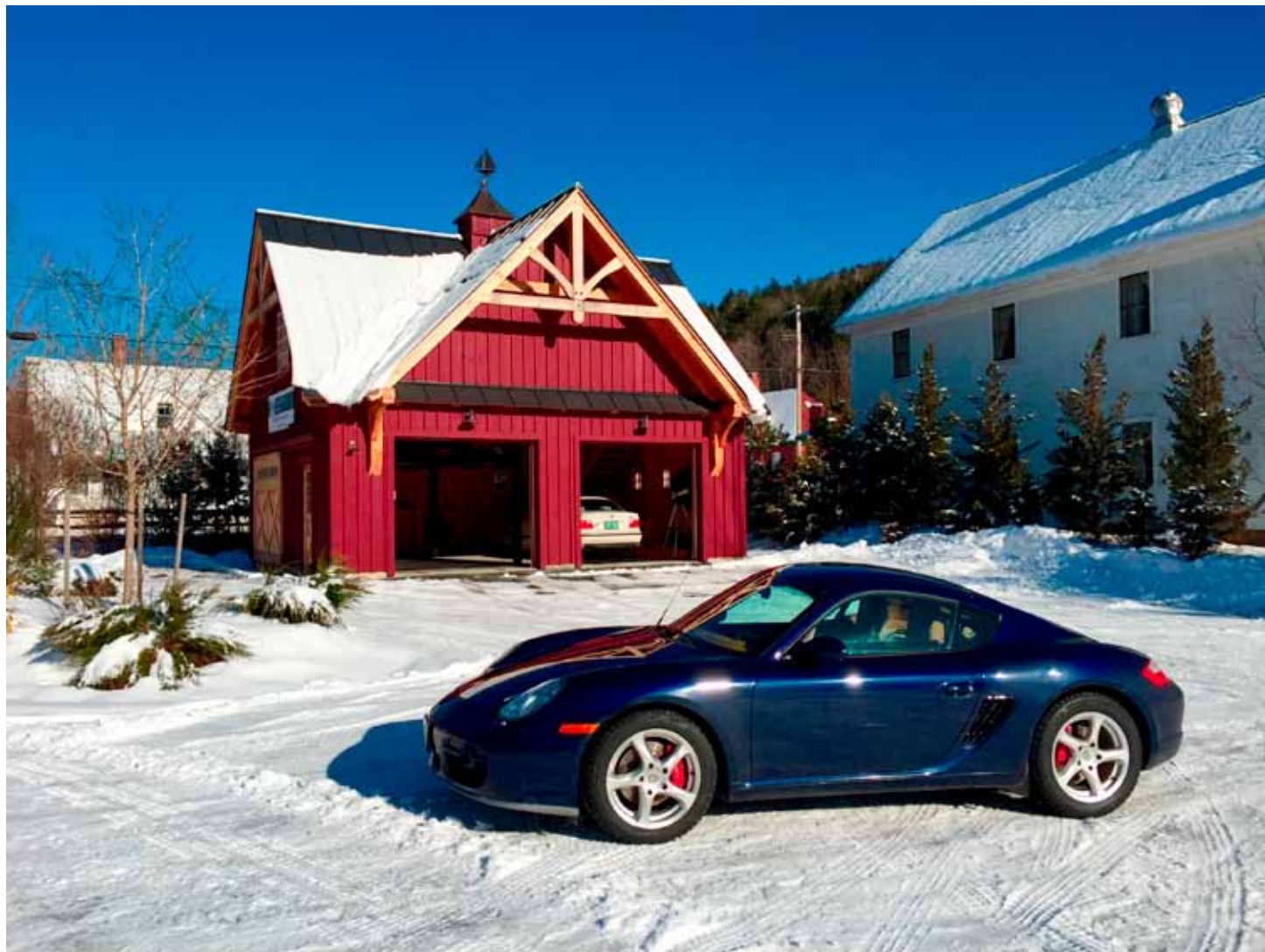
#### 25 Year

Arthur Stanton  
Christopher Stanton  
North Hampton, NH - 1986 911 Turbo /  
2002 911 Turbo



# New Member: Jim Kelly

I was offered a chance to join the life that is Porsche by a dear business associate. I am blessed with an understanding spouse and car crazy teenage sons. I embrace using all of my automotive rides so have taken this gem of a car to task with winter shoes. Today I left work in NH and drove secondary roads, intentionally, to attend a ski race in VT. This 2006 Cayman S is THE ride to make the trip! My boys (twin 17 year olds) fought for who rode home with me versus the school bus. I am lucky I didn't end up on the bus.



Welcome Jim... what a stunning car and photograph

**WELCOME NEW MEMBERS TO NCR - SEE YOU SOON AT THE UPCOMING EVENTS!**



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# Judy Hendrickson **LOOKING BACK**

Christmas is nearly here and January around the corner. Where does the time go? I approach 2015 with hope but at the same time apprehension as it will entail reviewing the Northlanders of 1995, a year that started out with great joy and prospects personally, but ended with Doug losing his battle with cancer in December of that year. Hard to believe twenty years will have passed. I think too of the others of our family we have lost in that time, Sandy Brooks, Ed Sleeper, Don Osborne, Harry Robinson and others I'm sure I have failed to mention. But enough of maudlin thoughts. We remember them all with love and the joy that they brought into our lives.

1985 saw the Northlander continuing to struggle with no issues until April of that year. 1995 and 2005 were replete with issues every month. January 1995 was essentially an expanded calendar of forthcoming tech events and several tech articles gleaned from other region newsletters as well as a summary of the past year's Porsche AG tech bulletins. January 2005 featured several travel logs and promos for the upcoming Yankee Swap and 50th Porsche Parade in Hershey, PA, in addition to the regular Officer and Committee Chair columns. There was also an in-depth article on the 2004 Doug Hendrickson Enthusiast of the Year — Jack Saunders. Jack, now in his 90's, is still an active member and continues to be an ambassador for NCR.

To kick off the year, I'll list the leadership for the region for 1995 and 2005. The reprint this month will be from the 2005 issue.

## From Volume 18, Number 1, January 1995



A montage of "recycled" half-tones from previous *Northlander* articles (This is a low-budget issue!)

## Leadership for 1995:

- |                                                                 |                                     |
|-----------------------------------------------------------------|-------------------------------------|
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| Safety: Edgar Broadhead                                         | Technical: OPEN                     |
| Senior "Advisors": Edgar and Nancy Broadhead                    |                                     |
| Track & Club Racing: Pete & Linda Petersen                      |                                     |
| Yearbook: 1994 – Miriam Gill & Ellen Beck;<br>1995 – Vic Oliver |                                     |

## From Volume 28, Number 1, January 2005



Photo: David Churcher

## Leadership for 2005:

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Charity: OPEN    Chief Instructor: Peter Fail

Rally: Don Johnson    Concours: Matt Romanowski & Jay Gratton

Safety: Edgar Broadhead    Drivers Ed: Scott Martineau & Bob Pickul

Technical: Matt Romanowski    Senior "Advisors": Edgar and Nancy Broadhead

Yearbook: OPEN

## NIAGARA ADVENTURE



By Alan Porter

It is hard to imagine that Lois and I have been married 25 years. Back then life was carefree: we could take off in the 914 anytime we felt like it, but nowadays we really have to plan a road trip. So we decided a perfect one would be to drive around Lake Ontario and end up at Niagara Falls, the honeymoon capital of the world, to celebrate our 25th wedding anniversary.

We loaded up our 1991 Carrera Cabriolet with what little we could fit, road maps of our route and a magnifying glass to read them. We took off on a Friday morning for a week of driving on as many back roads as possible, dreaming of keeping the top down, staying at beautiful hotels on the water everywhere we stop and no responsibilities.

To start the trip off right we picked up Route 100 in Bellows Falls, Vermont, one of the best touring roads in New England, and headed for Burlington. Unfortunately, it started to rain right away (the weather was perfect the rest of the week) and we traveled most of the first day with the top up and the defroster on. Route 100 is still a road made for sports cars with very little traffic and

many beautiful vistas, especially with the low hanging fog. We arrived at the Wyndham in Burlington just as the weather cleared. We watched a magnificent sunset over Lake Champlain and enjoyed an intimate if not very good dinner at the hotel.

Saturday morning with the top down we headed up the lake crossing over to New York via Grand Isle. This is an area where my brother lived for years, it has many views of the lake from either side of the road. In between are small Vermont villages and farms reminding us how much we always liked the area. Crossing into New York we headed up to the St. Lawrence Seaway with our first stop being the Eisenhower Lock. One of seven locks along the river, which we soon learned handles more commerce than the Suez and Panama Canals combined, it is only open for seven months a year. We continued on to our next destination, which was Alexandria Bay in Thousand Islands, New York.



*Ferry to Kingston*

Thousand Islands is an area I had always heard about and really wanted to visit. It's a section of the St. Lawrence separating New York from Canada. There are actually over 1800 islands, ranging from very small to miles long. Almost all of the islands have summerhouses on them, some of which take up the whole island. For instance Bolte Castle, built in 1904, has 112 rooms and is truly spectacular with a grand boathouse that can take a boat with a 60-foot mast. Thousand Islands has always been a big summer resort area for New York elite and has a very glorious and impressive history. We spent two days taking boat tours, learning some of the local history and seeing famous people's houses. We spied where Abby Hoffman was hiding out and the island headquarters for the Bones and Skulls Club, a secret Yale organization whose distinguished members include Bush and Kerry. The border between the two countries zigzags between the islands never crossing over land but making for a very open border.

One of the good parts about driving a Porsche convertible is there is no extra room, so we never could go shopping. Monday morning we headed for Toronto stopping first in Clayton, New York (the home of thousand island dressing which we did buy a bottle of and found room for in the glove box!). We visited the Antique Boat Museum, dedicated to Gold Cup Racers and some of the greatest wooden boats. On display is "Pardon Me" a 42 foot long Garwood powered by a 16 cylinder supercharged Dodge-Packard engine and a racing hydroplane with a 3000 hp Rolls Royce Merlin Motor. We went for a ride in an old woody. I got to ride in the 3,d cockpit. 1 asked the driver how he got the job of giving rides in such a beautiful boat. He said he was retired and did it as a volunteer. Hell I would pay for that job!



*Need for Speed*

We crossed into Canada by taking a short ferry ride to Wolfe Island where we went through the smallest customs imaginable. We drove 11 kilometers across the island and then took another 45 minute ferry ride to Kingston, Ontario. There we picked up Route 33 towards Toronto, where we found our favorite spot of the whole trip. Driving along all of a sudden the road ended and we had to take another ferry across a bay where we met some locals who said we should visit Lake on a Mountain in Glenora, Ontario. We had lunch in a beautiful European style Bistro on the banks of this lake the Mohawk Indians called Onokenoga or Lake of the Gods. Truly one of those pleasant surprises that a road trip can produce. Lois and I both decide that Glenora is a place we could live.



*At the Lake*

We arrived in Toronto about 8 pm a little shell shocked being in a big city after days of wandering through so many back roads. Our hotel room was on the 23rd floor overlooking the lake, which looked just like an ocean. Tuesday morning we walked around Toronto including

going up the CN Tower where there is a glass floor on the 117th observation level. We found it hard to walk on though all the little kids seemed to have no fear at all.

We headed toward the falls that afternoon taking Lake Shore Road for many kilometers. Our favorite town was Oakville, a waterfront town reminding us of Marblehead. We continued on through wine country to the Sheraton in Niagara where Lois had booked a spectacular room on the 22nd floor directly over the Canadian falls. The room had two stories of windows with a sleeping loft. It was one of the nicest hotel rooms we have ever stayed in. On Wednesday, August 18th, our anniversary, we did all the tourist attractions of the falls. We went behind the falls and rode on the Maid of the Mist. Though the falls are certainly one of the wonders of the earth and the Niagara River with its Class 6 rapids beautiful, we especially liked the butterfly conservatory with over one hundred thousand butterflies flying all around and some of the prettiest botanic gardens we have ever seen. There is so much history in this area, from battlefields of the War of 1812 to the dare devils that went over the falls and crossed the river on tightwire. Touring the Beck Hydro Electric Plant brought home just how powerful water can be. The area is spectacular and I am sure Kodak has made a fortune just on the pictures that have been taken of the falls. That night we had a romantic dinner in our room that was just about perfect. We celebrated 25 years of a great marriage in style.



*The Falls*

Thursday morning was raining when we crossed the Peace Bridge in Buffalo and stopped at the house Lois was born in on Niagara Street in Buffalo. Her family only lived there a couple years before moving back to Massachusetts. We took the NY Thruway stopping for a late lunch with an old friend who owns a business in Cicero, New York. We left around four and headed down to Troy, then east to Bennington, Vermont, the home to Hemmings Motor News among other things

Friday morning we wound our way home through Keene and Peterborough back over the roads we had taken a week earlier. The trip was 1350 miles total, over 900 of which I estimate we drove with the top down. The Porsche drove flawlessly the whole trip. It drew compliments and started conversations wherever we went. I wonder what kind of Porsche we will be driving in 2029 on our 50th anniversary.

# For sale!

## 2013/2014 Soft Cover Yearbook

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# FIA WEC 2014 and the Porsche 919

by David Churcher and Porsche Press Release - Photographs - Porsche

We knew excellence could be expected when we first heard Porsche was coming back to the sports car racing. Some of us, myself included, hoped and perhaps expected a win at Le Mans in 2014. That was a bit ambitious perhaps for a first year back. But even though the cars had issues at Le Mans the potential was evident. A real win can not be too far away.

The Porsche Press Release below tells the story of the 919 development in a concise few paragraphs. The Porsche photographs with this article illustrate the excitement attached to the races. It's a new and exciting world now ... the LMP cars are drawing crowds and providing better racing spectacles than the Formula 1 circus.

And what is in store for 2015? Porsche has announced they will run three cars. What they will choose for numbers remains a mystery ... #20 and #14 were chosen from "2014 The Year Of Our Return". And who will be the added three drivers? As I write here in mid December Porsche has announced Nico Hulkenburg (F1, Force India) will be on loan to Porsche. And McLaren are allowing Fernando Alonso to drive for Porsche. And the third driver? As I write we are a day away from McLaren announcing their F1 driver line up. I would bet a bottle of fine Australian Shiraz Jenson Button will leave McLaren and move to Porsche. What a formidable team Porsche will have ... and Mark Webber will have two of his best mates in a sister 919.

The 2015 season begins with the Six Hours of Silverstone on April 12.

Excellence can be expected in 2015.



Press Porsche - 919 #20 leading an Audi in Bahrain

## Porsche's Press Release:

### The way to the first victory for the Porsche 919 Hybrid

January 2015

**- Developed in record time with race victory in debut year**

**- Breakthrough for pioneering hybrid drive system**

**- 3,592 kilowatt hours of electric power generated over 23,232 kilometres**

The first win for the Porsche 919 Hybrid: driving the innovative Le Mans prototype, works drivers Romain Dumas (France), Neel Jani (Switzerland) and Marc Lieb (Germany) won the São Paulo six-hour race on Sunday November 30. It was the eighth and final round of the FIA 2014 World Endurance Championship (WEC). After being away for 16 years, it was only at the start of this season that Porsche returned to the top category of endurance racing.

A high tempo had already been a feature of the development process ... the period between taking the decision to return to the top level of the sports car world championship in 2011 and the Porsche 919 Hybrid appearing for the first time on the company's in-house test track on 12 June 2013 was less than two years.

During this period, a new office building and a workshop for the class 1 Le Mans prototypes (LMP1) were built at the Porsche Development Centre in Weissach. The team grew from zero to 230 motor racing experts, around 150 of them engineers. Machines, materials and components were procured, ranging from high-voltage equipment to a driving simulator. The most complex racing car that Porsche has ever built was produced in record time. Leading the Porsche team are Fritz Enzinger (LMP1 Project Leader),

Alexander Hitzinger (Technical Director) and Andreas Seidl (Team Principal).

On its race debut at Silverstone (England), the team immediately achieved a first podium finish. That was followed at the second six-hour race in May at Spa-Francorchamps (Belgium) by a first pole position. At the 24 Hours of Le Mans (France) a 919 Hybrid had been leading for a total of 37 laps, but then while lying in second place a good two hours from the finishing line [the car] retired with an engine problem. After a long stop for repairs, the team's other car came home in eleventh place overall and fifth in its class. In the chaotic weather conditions of the race in Austin, Texas (USA), in September a 919 Hybrid was once again on course to take the race win when a technical problem led to a loss of power. In Fuji (Japan) in October, as well as in Shanghai (China) in November, the team enjoyed two straightforward six-hour races and was rewarded with two more third place finishes, while the 919's second pole position in Shanghai was another reason to celebrate.

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The seventh outing for the newly developed prototype in Bahrain brought the next step forward: pole position number three was followed by having both car crews on the podium for the first time. At the finale in São Paulo, with the maiden win Porsche ultimately climbed up to the highest step of the podium. Interlagos also saw both Porsche 919 Hybrids locking out the front row of the grid for the first time.

No other prototype in the starting field for the 2014 World Endurance Championship has a hybrid system as efficient or complex as that of the Porsche 919 Hybrid. The race car is pioneering new technologies for future sustainable drive systems to be developed by the sports car manufacturer. The World Endurance Championship's new efficiency rules, which prescribe a set amount of energy per lap, offered for Porsche the decisive technological challenge to prompt a return. Developing and implementing appropriate solutions in house was a logical consequence.

Everything on the Porsche 919 Hybrid is dedicated to the dictat [principle] of extreme efficiency with maximum performance. This includes both the aerodynamics and the selection of materials for the lightweight construction. The most spectacular aspect, however, is the power train concept with its extremely compact two litre, four-cylinder turbo engine and two energy recovery systems. The drive systems of LMP1 vehicles entered by car manufacturers must as of this year be hybrid in design. The rules, however, do not specify 'how' this is to be achieved. Number of cylinders, cubic capacity, diesel or petrol ... are all left up to the teams. The limiting factor is the amount of power available per lap. That applies both to the amount of fuel and to the electrical power that can be drawn from the storage systems. On the 919 Hybrid these consist of liquid cooled lithium-ion battery cells, which are fed from two systems: during braking, kinetic energy gets converted at the front axle into electric current, while at the back usable electric power is gained from exhaust energy. This recuperation of thermodynamic exhaust energy is unique in the starting field for the sports car world championship.

In this approach an additional turbine generator set practically replaces the waste gate. Porsche makes use of this excess exhaust gas: it drives a second turbine and thus also a generator that produces electric power. Previously lost energy is put to good use. Thanks to the exhaust gas energy recovery system the Porsche 919 Hybrid is the only car in the field that regenerates energy not only when braking, but when accelerating as well.

The objective for the FIA rules of reducing the fuel consumption of the prototypes year-on-year by 30 percent has been achieved. En route to its first victory the Porsche 919 Hybrid clocked up 2,323 kilometres as the race leader. Over the eight races the two prototypes completed 23,232 kilometres in total. In the process they produced and used approximately 3,592 kWh of electric energy. That is enough to cover the electricity requirements of an average German household for 373 days or more than a year.



**The 919 of Timo Bernhard (Germany), Brendon Hartley (NZ), and Mark Webber (Aus) in Bahrain.**



**919 #14 leading a Toyota in Bahrain**



**Neel Jani (Swiss) shows emotion after winning at Sao Paulo (Interlagos)**





The start at Sao Paulo (Interlagos)

Photographs: Porsche



Mark Webber (Aus) at Sao Paulo (Interlagos)

# NCR Tech Session at Autowerkes Maine, Freeport ME Dec 13th, 2014

by Michael Firczuk

On Saturday, Dec. 13, fourteen hardy PCA North Country Region members and other Porsche enthusiasts braved the tail-end weather of a persistent low-pressure system that had formed earlier in the week as a winter "nor'easter." In exchange for braving Maine winter weather, we were treated to an information-filled tech session at Autowerkes Maine European Auto Service in Freeport Maine. Autowerkes specializes in servicing quality automobiles such as Audi, BMW, Mercedes, Mini, VW, Volvo and of course Porsche. It is a modern, functional, well laid-out facility with attractive exterior and interior architecture. The service area is large and well-lit, with eight two-post Rotary lifts and very high ceilings. Inside it was very comfortable even though the owner, Voit Ritch, said that the in-floor radiant heating system, which included more than 5,000 feet of in-floor tubing, was dialed back for the weekend. To handle their busy customer workload, Autowerkes employs six experienced ASE-certified technicians and six additional employees in other capacities.

For well over three hours, Voit gave a detailed and thorough on-car talk that was titled "Pre-Purchase Inspection Procedures", but in fact included much more information. His goal was to demonstrate how this shop helps assess how the vehicle has been treated and whether it has been cared-for or neglected. Good information when trying to predict what it's all going to cost. To accomplish this, he used two contrasting vehicles: David Churcher's white 1984 911 3.2 Carrera, and a 2009 Cayman S belonging to Jack and Barbara Devlin that was in the shop for service. Voit's presentation brought out the extreme contrasts between these two Porsches with build dates separated by twenty five years.



**Voit discussing David's 1984 911 3.2 Carrera - Photo David Churcher**

With David's 1984 Carrera on a lift, Voit demonstrated how to assess and document vehicle condition with the aid of two Autowerkes forms: the Courtesy Inspection

Report and the Pre-Purchase Inspection Report. These checklists provide both a reminder for the technician, and a permanent record of vehicle condition for the owner. As Voit inspected and spoke, he noted deficiencies such as rusted brake rotors, weeping oil, hardened rubber bushings, worn cooling fan/alternator belt, a few areas of body rust, one inoperative backup light, and battery terminal corrosion. He showed how to assess whether or not a vehicle has been cared-for, looking for evidence that alignment procedures had been recently performed for example. All of the above findings were relatively minor and were understandable on this thirty-year-old car with more than two hundred thousand miles in year-round use. He emphasized preventive care and maintenance steps that can help to reduce the likelihood of an expensive failure, and inspected carefully for previous damage to vulnerable parts such as the front air conditioning condenser, which on this 911 is mounted very low under the front spoiler. Overall, Voit complemented David on a nice car.

Jack and Barbara's low-mileage 2009 Cayman S was a study in contrasts when compared to David's 1984 911. On David's car, the most complex electronic system is the Motronic engine management system, and there are no airbags, no systems or processors for ABS, stability control, suspension settings, or the multitude of other functions that are commonly controlled today. On the Cayman there are several dozen control modules with microprocessors that are responsible for monitoring and/or controlling virtually every important system on the vehicle. And all of these modules communicate and share information with each other from various sensor inputs over a two-wire CAN computer network. Voit explained that it's really impossible to do any diagnostics, analysis or repairs on this car without a Porsche Piwis Tester II scan tool, costing approximately \$25,000. An example of this is the fact that Porsche's control modules for these modern vehicles are supplied from the factory un-programmed. Before the module can perform its desired functions, a scan tool must be used to download software from a Porsche site that teaches the module the specific vehicle VIN, the desired operating instructions, and which other modules



**Jack and Barbara's 2009 Cayman S - stunning**

installed in the vehicle. The days of obtaining a used component and just bolting it in are apparently over.

Voit explained that new vehicles face market pressures and federal laws for emissions, fuel economy, and safety that have required significant engineering and design changes to engines and transmissions. These changes have improved performance, emissions, and fuel economy, but complexity and costs have also dramatically increased. Voit said that in future vehicles it will no longer be possible to extinguish the check engine light (CEL) by disconnecting the battery or even with a scan tool. Instead, the light will go out only when the powertrain control module determines that the problem that illuminated the light no longer exists. Another example is the trend in engine design toward direct fuel injection (DFI). For decades, virtually all auto engines have had port fuel injection, with each cylinder's fuel injector located in the intake runner just before the intake valve. In DFI engines, the fuel injector injects fuel directly into the engine cylinder, similar to a Diesel fuel injector. While DFI allows higher compression ratios and power outputs, an unintended consequence has been increased carbon deposits building up in the intake ports and on the intake valve since detergents in the fuel spray no longer wash the intake valve. Voit said that a typical engine might need to have deposits removed around 50K miles. The removal procedure is labor intensive: after intake removal the carbon in the cylinder head ports is physically blasted with walnut shells.

This tech session had all of the "goods": good coffee, good donuts, good comradeship, and a great presentation. Thanks again to Voit Ritch for helping to make it a very good day.



**Voit pointing out the alternator area - Photo David Churcher**



**This car was spotless underneath....**



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# NCR Holiday Family Shopping Night and Wrapping Day..NCR Santa

by The Big Cheese

On the evening of December 3rd three of NCR's charity elves gathered at the Walmart in Somersworth to choose Christmas gifts for this year's disadvantaged family, who had been selected by Dover Family Services. Shopping had been simplified somewhat: having contacted the Greenland Police and Fire departments we were informed that those both departments purchasing power and influence with local merchants meant they could better leverage gifting to needy families, and a cash contribution was made to that department.

So with a list of gift needs and sizes in hand, it did not take Rob Hanna, Ivy and me much more than 90 minutes to clear checkout, load up our cars and head over to Uno's for some list crosschecking and refreshments.



**Seriously... Hank is not looking for the tape...**



**Roxanne and Rob enjoying themselves**



**Marilyn is showing Rich and Hank how to make the package look so pretty...**

That Saturday the elf crew was expanded to include Rich and Marilyn Willey, John Fusco, Rob and Roxanne Hanna and their twins Alexa and Zach, and Ivy and me. Boxes, wrapping paper, tape and ribbons were flying, all gifts were wrapped and properly tagged, and the group reconvened at Marguerita's for some Holiday cheer.

This was the fourth year of the 'NCR Santa Project', and for all those who have participated in shopping, wrapping, or presentation it remains one of the really special events of our charity year.



**wrap, wrap, and more wrap....**



Rich was guarding the door to keep Hank from attempting to search for the tape...



Wow....



Look at those gifts! So heartwarming. Thank you Rich, John, Marilyn, Zach, Alexa, Hank, Rob, Roxanne, and Ivy for making wrapping so much fun.

# Don't Look Back, Look Forward

by Danielle Badler

This year I did something I've never done before. I looked back to what I resolved to do, one year ago.

You see, one of my mottos is "Always forward." And for good reason. The world moves forward, continually. Inexorably. Whether you like it or not. If you're not moving forward as well, at least as fast as the earth, you're falling behind.

And who wants to do that?

But I was curious. It's common knowledge that most resolutions are just that, words that are never acted upon. Did I fall into that armpit? Or have I actually made progress in staying ahead of the curve?

So I dug up my vows from a year ago, and took a look. Here's how I made out.

I won't diss Porsche for usury in pricing their options.

I'm good here! I haven't chided them once for \$100 floor mats on a \$100,000 car. Not this past year, no sir. Although I would take issue with the fact that it's easy to drive out the door today in a Boxster S or Cayman S that's hovering around the 100k mark. But that's all because of the starting off point, the no-options quoted MSRP, right? That has nothing to do with options, right?

And then there's the factory's pronouncement that they won't build a "baby" Porsche. Because, and they finally said it, in Stuttgart's mind, an entry level Porsche is a used Porsche.

God forbid we tarnish the image of the brand, and the margins built into it.

I won't see another racing film for another five years, at least.

I think I was guilty of a "gotcha" on myself. What I should have said is I won't watch a "new" racing film for another five years. Because there won't be any. But I do watch racing films, old ones.

I watched "Senna" recently. Stumbled on it, in a hotel room, and I was enthralled. Especially by the access, the rare peek into behind the scenes going-on, the interaction with Ron Dennis and Jean-Marie Balestre... and how long has it been since we heard that name?

Does it sound trite to say it was another age, a simpler one, where the workings of the sport were out there, for all to see? Or am I just getting older?

But take a look at the cars! Listen to the sounds! Yes it's true, the sport wasn't hypoallergenic then. It wasn't antiseptic. Drivers could complain about the placement of tire barriers around the track.

I will not critique Formula 1 telecasts for being somnolent.

I don't have to! The F1 circus is now criticizing itself! For engines that now sound like the Dyson vacuum cleaner you have in the closet. For the jived-up competition between Lewis and Nico, which was about the only storyline out there, until the funny season began and all the teams began playing musical chairs with their steering wheels.

And then there's Uncle Bernie. What did he say recently? That F1 doesn't care about the young, because they don't have money to spend? Am I right?

Someone please explain to Bernie that, according to that logic, eventually the old will die off, and you'll be left with... no market. Ask Cadillac. Look at your declining TV ratings.

I will not buy a manu-matic.

Success! Again this year I didn't. Because, again this year I didn't buy a new car! As for the new year, I'm not sure. I have another year and a half left on my daily driver's lease, and I never, ever get to the end, because there's always something mouth-watering to get into, and I never seem to be able to wait.

But what if I have no choices? Ugh. Tune in, a year from now.

I won't cancel my subscriptions to print versions of car magazines.

Success again! I didn't cancel a one. On the other hand, I now have back issues stacking up in piles. I'm just not reading them. Here's the reason; by the time they enter my mailbox, their content is increasingly inconsequential. Or I've read the best stories on line, fed to me electronically by the very same magazine sources.

Is this a sustainable business plan? Tune in a year from now.

I won't criticize collecting antique automobiles as a pointless exercise.

Oh yeah, I'm a winner here too. Why? Because I just got the latest issue of Sports Car Market, the print version, with the annual used car values insert, and I looked up my very low mileage '78 SC, and found that it's almost doubled in value, in a few short years. In marketing parlance, this is the proverbial hockey stick growth curve.

Who am I to criticize that? Mr. Appreciation is my friend! At least for now.

And tomorrow? I haven't a clue. All I know is that, in traffic as in life, you have to keep moving. Because, if you're not, you're getting nowhere. Here's to clear sailing in the fast lane. Have a great year.

# Car Care: Why Winter Tires Are Necessary

Via Porsche of Stratham

Even if you don't get snow, winter tires are important

Getting out and conquering the weather provides a welcome respite from the winter doldrums, so don't let foul weather or cold keep you from doing the things you enjoy. A simple yet effective way to get around safely in the colder months is to invest in a set of winter tires.

While not every area of the country experiences snow or even brutally cold temperatures, the fact is that summer and "all-season" tire rubber begins to lose its flexibility and ability to grip the road when the temperature drops below just 45 degrees Fahrenheit. Winter-specific tire rubber is specifically formulated to perform in colder temperatures, and winter tires also have added features and specific tread patterns to help maximize traction in poor driving conditions. In addition, summer and all-season tire tread patterns are designed to channel away water; when it gets colder, those channels can get filled with snow or ice and slush, creating a dangerous situation. Winter tires feature tread "sipes" – tiny slits in the tread blocks that enable the tires to flex and rid themselves of the snow that packs in when you drive. Even on sheets of ice, winter tires will give you better traction than non-winter tires.

Winter tires are just as important on four-wheel and all-wheel drive vehicles in order to realize the benefits of the 4WD/AWD system; it doesn't matter how many wheels are getting power if the tires they wear can't hold the road. AutoExpress magazine compared two vehicles of the same make and model—one equipped with AWD and summer tires and the other a front-wheel drive model with winter tires—and the FWD/winter tire model simply outperformed the AWD model, specifically because of the difference in tires.

A study done a few years ago in Canada saw accidents drop by five percent when winter tires were mandated, partially due to the fact that winter tires have been shown to help cut braking distances by as much as 30 percent.

Some manufacturers recommend a specific make and style of winter tires for their vehicles. Ask your dealer's service department for information about what is suitable and/or recommended for your particular make and model.

A pair of proper winter tires can mean the difference between confident winter driving and potential trouble, and it's not too late to make the switch. There are plenty of affordable choices available, and your dealer's factory-trained personnel can help get your vehicle ready for anything winter brings.



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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. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Autowerkes Maine	Maine	(207)865-6600
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
Exotech	New Hampshire	(603)382-3599
Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
Series 900	New Hampshire	(603)863-0090
Porsche of Nashua	New Hampshire	(603)595-1707
Blair Talbot Motors	New Hampshire	(603)740-9911
Precision Imports	New Hampshire	(603)624-1113
AVA Restoration	New Hampshire	(603)563-8910
JSP Motorsports	New Hampshire	(603)477-9738
Zak's Auto	New Hampshire	(603)943-7682
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
Rennline Inc.	Vermont	(802)893-7366
The Metric Wrench	Vermont	(802)751-8577
Heads Up Motorsports Inc.	Vermont	(802)886-2636
The Auto Master	Vermont	(802)985-8411

## MART

### For Sale: 2010 Audi A5 Prestige S-line - \$26500

Up for sale is my 2010 Audi A5 2.0T with both the Prestige Package and S-line. It has just over 69k and I'm going to do everything in my power to keep it under 70k before I sell it. It comes with a warranty up to 77,500 miles and is fully transferable which covers everything on the car except for glass and rubber. Brakes, hoses, transmission, clutch, everything.

The car is bone stock and has the really sleek 19" rims that only come on the sport/s-line cars. I've tried my best to take care of it and I'd love to keep it but I just need to put my money into different things at this point. I'd like for it to go to a good home and make sure she's taken care of properly. The car is fully loaded and has all these features

Exterior Color: Brilliant Black - Interior Color: Black S-line Interior

Prestige Package: Six-speed manual transmission, Audi Music Interface w/Ipod Cable, Bluetooth/Homelink Package, Heated Front Seats, LED Daytime Running Lamps, LED Tail Lamps, Rain Sensor, Light Sensor, Three Zone Climate Control, Xenon Plus Headlights DVD Player, Advanced Key- Keyless Start/Stop, Auto-dimming Interior Mirror w/Compass, Auto-Dimming Exterior Mirrors Bang & Olufsen Premium Sound System, Color Driver Information System, Memory for Drivers Seat and Mirrors, Navigation Plus System w/3G MMI, Bluetooth Hands-Free Phone Interface, Homelink Garage Door Opener,

S-Line Package: Brushed Aluminum Interior Trim, Exhaust Tips, S-Line Steering Wheel, Sport Suspension, I also got the weather-tech floor mats for the car which I will include for the buyer.

Bottom line; the cars tight as if you drove it off the lot and it is till in great shape. No low-balls but reasonable offers will be considered. Thanks for looking! Please contact Zach at [wielgoszinskiz@gmail.com](mailto:wielgoszinskiz@gmail.com)



### 2007 HARLEY DAVIDSON FLSTC SOFTAIL HERITAGE CLASSIC- \$12,900

This is the non-essential resident of my garage that was supposed to have been traded toward my first Porsche purchase in December of 2011. Obviously, I had a hard time pulling the trigger on the sale, but now, 3 years later, having added less than 300 miles, it is obvious that the time has come to part with it, albeit with reservations.

Purchased new by me from Wilkins HD in Barre VT- 4700+ miles- mint condition as new, always covered- even when in the garage (all but the last 2 years in heated storage); Pewter/Black Cherry; 96 cu. in. motor with 6-speed transmission; Stock leather saddlebags; Added Screamin Eagle pipes, Fat Boy handlebars, engine guard bars, folding highway pegs, license plate frame, HD dust cover; Permanent fuel stabilizer pellets in tank; All original equipment and records included. \$20,000 new cost.

It may need a new battery, as it wasn't ridden enough to maintain a charge, and the battery tender I was using was apparently not working. It is also time for an oil change. I will take care of both of these or take the value off of the purchase price.

Riding gear if interested: 2) helmets- one of which was used only 3 times; HD leather jacket- size L; leather chaps; HD photochromatic sun glasses; Cleaning and polishing products. All of these will be made available for a token amount **to the purchaser of the bike.**

I also have two front tires from my 2004 Boxster S for sale- 225/40 2R 18 Michelin Pilot Sport A/S Plus with 75% tread remaining- \$200 for the pair.

The HD is safely and snugly stored in my barn for the winter, so if you would like to get a jump on being ready to ride in the spring and buy it now, I will keep it for you until then if more convenient. Please contact Ted Chivers at W: 802-885-5722 ext. 5, or at [tchivers@allseasonsconst.com](mailto:tchivers@allseasonsconst.com).



## MART

**For Sale - 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

### For Sale:

4 - 17" wheels (with a Carrera 4 logo on hub) with 4 mounted Pirelli 240 Snow Sport tires ( Fronts= 205-50-17; good cond't & Rears= 255-40-17; worn cond't) Note:Reason I'm selling them is my shop reports that new tires for these wheels are discontinued. But some previously made tires might be available. Asking \$199.00 or best offer.  
Contact Jack Saunders @ 603-536-4275

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**2005 Boxster S:** Silver, with a number of nice accessories and in great condition. About 20,500 miles. For additional info please call Bert Jordan @ 781-820-5475



**Sun Sport tire trailer** - holds 4 tires and has diamond plate tool box, spare tire and custom hitch that will work any 1997-2004 Boxsters,996 and probably on newer model Boxsters and Caymans with some modification. Wiring has been completely redone in the last 6 months and wheel bearings also have been repacked. Asking \$450 - Email to Steve at SLR944@AOL.COM or call 508-653-1695



### For Sale: 1973 Porsche 914 1.7

One owner since 1977. 135K miles. Body restored in 1995. Good condition. Still runs but needs some work. Asking \$5500 Contact: Kim Scoggins 843-705-6053 Kimscoggins91186@gmail.com



Boxster S - 2004

Black, 86,600 miles, 6 speed, A/C, ABS brakes, power steering, am/fm stereo with CD player (single disc), power windows, power door locks, dual airbags, leather seats. Water pump and thermostat, IMS bearing, clutch/flywheel, rear main seal and alternator have all been replaced in the last 16 months. Routine maintenance (including regular oil changes) done faithfully. Have all records under current (second) owner - female non smoker. Clean Carfax (will share) qualifies for CARFAX Buyback Guarantee. Reason for sale: needed a car with a full size backseat. \$16,300 OBRO  
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## BTW



For those who did not recognize this adorable face it is NCR member Roxanne Hanna

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Volume 38 Number 1

January 2015

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