

NORTHLANDER

NORTH COUNTRY REGION

Volume 39 Number 10

PORSCHE CLUB OF AMERICA

November / December 2016



IN THIS ISSUE:

Spring Is A Long Time Coming DE

Last Autocross for 2016

Fall Rally

NCR 2016 Banquet

Brewery Tour

Interview with Alan Hearn

And Much Much More...



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Continued Northlander printed copy

Oops!

Our Google link managed to confuse people and not work as we had planned.

The NCR-PCA web site has a link which does work. Please use that to sign up for Northlander. You can email Northlander as an alternative but the link reduces our work flow at the Northlander office.

If we do not hear from you by Dec 31st you will be removed from the mailing list and you will not receive Northlander for the 2017 year. This is just a way to save funds in printing and mailing for those who do not wish to receive a hard copy any more.

Thank you very much from your Northlander Team.

Sorry about the link and confusion. :-)





NORTHLANDER

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PORSCHE CLUB OF AMERICA

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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 38 for advertising rates.

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On the Cover

Spring Is A Long Time Coming.

Fading autumn leaves in the background, memories of summer lingering, and the thought of snow to come.

Hurry up spring!

Photo by David Churcher.

November / December 2016



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CALENDAR

January 28, 2017 ... Autocross Pool Party

Yankee Swap (TBA)

Watch the NCR web site for updates

EDITORS' DESK



It's over!

Summer is finished.

Autocross is finished.

DE is finished.

Winter is next and spring is a long time coming.

Bleah!

Is there any good news? Yes there is.

In this issue I am pleased to say we have photographers who have come to the rescue of the editor. Ollie Lucier, Mark Ettinger, Tom Barnes, Christopher Ryan, Sven Doerge, Bill Myer, and Skip Wareham ... all have contributed to this issue. Thank you all. Perhaps we have a trend here? I hope so. This club has some talented members and we need them to share their talent with *Northlander*.

This issue, and the next one too, is a twofer. That is to say we roll two months into one issue because the winter months do not have a lot of activity. But this does not mean we don't need material for the coming issues. If you have a story, a photograph, a trip to see Porsches in the sun ... please make a contribution to your magazine. And you will help the editor survive the winter too.

Editor? Ah yes. Our advertising campaign asking for a volunteer editor has failed. We are scrambling now to find how to share the work between the editors you have become accustomed to. Does that mean no changes? No. We have plans to perk up *Northlander* a little bit for 2017.

But on further thought ... I have had fun with these recent issues so I plan to ask Ivy if Tracey and I can do the next one.

Our "sign up for *Northlander*" campaign hit a snag with the link and many members sent in emails to sign up and many of them used the opportunity to tell us how much they enjoy the magazine. The compliments and encouragement are greatly appreciated. But one member wrote as follows: "*Thank you for doing this! I only have time for Panorama and end up just paging through Northlander quickly, then it goes into recycling.*"

It took me a few minutes to realize he understands Aussie/Brit humor ... and this was his left handed compliment. So we signed him up for 2017. :-)

David



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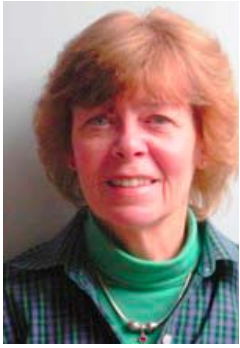


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MEMBERSHIP



Laura Futterer

New Members:

Sven Doerge
Newfields, NH – 1995 911 Carrera
Transfer from Metropolitan New York – Joined PCA
06/25/2010

David Goddard
Newbury, NH – 2001 911 Carrera

Robert Lindsey
Manchester, NH – 2009 911 Carrera

Janet Stafford
Barrington NH – 1987 911 Carrera
Transferred from Northeast Region – Joined PCA 02/24/2014

Marty Scarano
Madbury, NH – 2007 Boxster

November Member Anniversaries:

1 Year

Michael Banks
Keene, NH – 2016 Macan S

Fredric Boswell
Amherst, NH – 2014 911 Turbo

David Gintzler
Concord, NH – 2002 911 Carrera

Frank Lospennato
Newton, NH – 1987 911 Turbo

Peter Poor
West Lebanon, ME – 1984 911 Carrera

Philip Vecchione
Bow, NH – 1966 911

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Robert Wilson
E. Burke, VT – 2002 911 Carrera

2 Year

Jerry Karabelas
Portsmouth, NH – 2001 Boxster

Jim Kelly
Manchester, NH – 2006 Cayman S

5 Year

Michael Castonguay
Mary Castonguay
Hales Location, NH – 2002 Boxster

20 Year

Lou Alvarez
Claudia Alvarez
New Ipswich, NH – 1986 944

John Dunkle
Jennifer Munson
Portsmouth, NH – 1995 911 Carrera

December anniversaries follow on page 8



Thank you for the warm welcome to the club. As requested, I've attached a recent photo of my 1987 Porsche 944. I owned a 924S years ago and always regretted selling it. I found this one in Pennsylvania last year with only 59,000 miles on the odometer. I purchased the car for its outstanding handling, but have also fallen in love with the Crimson Red color which gets lots of compliments.

Thanks again for the warm welcome.

Tom Barnes
Nashua, NH



Thanks for the warm welcome to NH. My wife Kelly and I were participating in many events of Metro PCA and look forward to get to know the North Country Club. The picture was taken at an overnight Trek in 2014.

BTW: we now have a NH "Vanity Plate" NJOY-993

Sven Doerge

December Member Anniversaries:

1 Year

Ben Glace
Dunbarton, NH – 2006 Cayman S

Warren Mann
Bedford, NH – 2007 Cayman

2 Year

Richard Mater
Donna Mater
Salem, NH – 1986 911 Carrera

Donald Williams
Northfield, NH – 2002 911 Turbo

Robert Williams
Chris Williams
New Harbor, ME – 1984 911 Turbo

5 Year

David Braun
Michelle Braun
Center Tuftonboro, NH – 1986 911 Carrera

Peter Kawonczyk
Steven Kawonczyk
Jefferson, NH – 1983 911 SC

John Kearns
Charles Kearns
Fayston, VT – 1997 911 Carrera

10 Year

Philip Jefferson
Kim Barnes Jefferson
Cambridge, MA – 1988 911 Carrera

Jeffrey Sullivan
Michelle Sullivan
Auburn, NH – 1992 911 Carrera 2 /
2001 911 Carrera / 1986 911 Carrera

15 Year

Christian Boudman
Bobbi Boudman
Wolfeboro, NH – 1970 911E

20 Year

Charles Staab
Nashua, NH – 2005 911 Carrera S

25 Year

Barry Brensinger
Cam Brensinger
Manchester, NH – 2013 Cayenne

Eric Wickfield
Leslie Wickfield
Groton, MA – 2011 911 Turbo S /
1997 911 Carrera / 2008 Cayenne S

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



PRESIDENT



Jeff Torrey - Just around the corner...



Fall Rally October 29

Text and photo by Bill Myer

"It was a dark and stormy night ..." Well no, but our Kancamagus Tour was a rain rally of the first order. Plans to drive Bear Notch Road between Rt 302 and the Kanc were curtailed by a locked gate at the Bear Notch entrance. Too much snow in the mountains. Instead, our intrepid group pressed on along 302 past Mt Washington. Lots of snow in the mountains there too, which made for an impressive sight from the Mt Washington Overlook. Cars were well tested to see if they were watertight, particularly while driving Crawford and Franconia Notches. We made our lunch destination at the Woodstock Inn in good time, and spent a satisfying time sharing stories about clutch replacements, bargains on used Porsches and Jags, and who discovered unexpected leaks.

Overall lots of fun with great comradeship.

VICE PRESIDENT



Bob Futterer - **GET 'ER DONE!**

Wow I can't believe that 2016 is winding down. It's mid-October and what a great summer we had! I didn't get to do as many track days as I would have liked to, but I did have the chance to do some of the tours and autocrosses. Laura and I really enjoyed the wine tasting tour in the spring so I thought I'd try the fall beer tasting tour. Although the weather was a little on the cool side, a dozen or so of us met at the Tributary Brewing Company in Kittery, ME. (The ones who arrived early got an added bonus of being able to check out the Farmer's Market happening in the same plaza). Owner Tod Mott gave us a tour of the brewery and then we had a chance to sample the beer. My personal favorite was the blueberry beer, so I purchased some to take home to Laura, who had planned to attend but was home with a cold...or perhaps just wanted to watch the Patriots! The original plan was to have lunch at Chauncey Creek Lobster Pier, but the restaurant only has outdoor seating, so the group ended up at Warren's Lobster House. I've always liked Warren's, especially the salad bar which is huge and has anything you could want. About half of the group had the twin lobsters and everyone enjoyed their lunch and some light conversation. If you've never done a tour, I encourage you to try one. You'll have a relaxing and enjoyable day and meet some wonderful folks!

Laura and I also attended the last NCR Autocross of the season on October 8th. When we got to the facility, around 6:15 am, we found Scruffy waiting at the gate for it to be unlocked. He does all the course layouts and we really appreciate the effort that Scruffy and the rest of the autocross team puts into organizing the events. Laura and I do the check-in for the event and several of the attendees mentioned to us it was their first autocross. We always love to see new faces at events. Attendees got four runs in the morning and four in the afternoon and the course layout was a blast. Everyone also enjoyed a pizza lunch and we could not have asked for any better weather and for the great turn out in support of the Loaves & Fishes food pantry in Ayer, MA. If you want to experience driving your Porsche to its limits in a safe environment, be sure to try an autocross next year. I'm sure you'll have a great time and will be back for more!

I'm looking forward to the annual banquet, on November 5th, at the McAuliffe-Shepard Discovery Center in Concord and hope to see a lot of you there!





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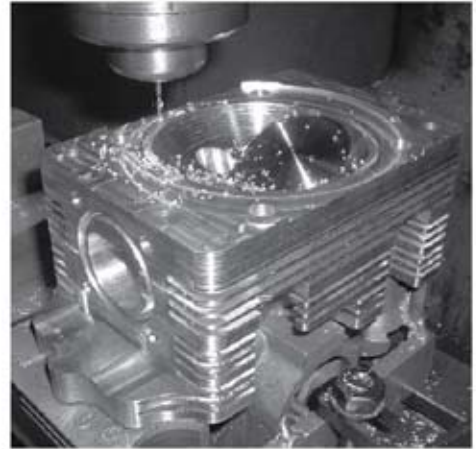
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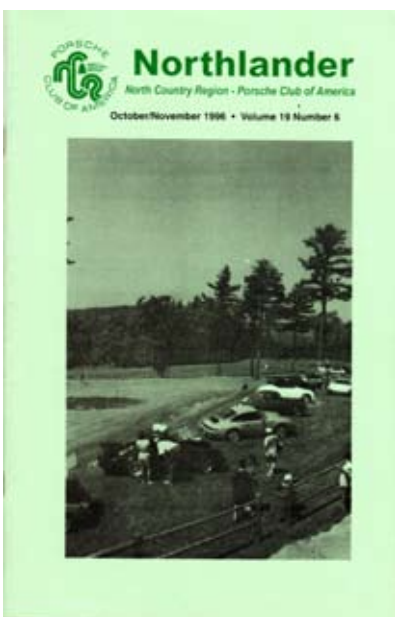
Judy Hendrickson **LOOKING BACK**

Seems fall is upon us. The leaves are turning and last night was the first frost of the season for us in SE NH. The very hot temps of this summer seem to be past us. We even had some beneficial rain over Columbus Day weekend. However, we are still in a significant deficit in the water department. Let's hope we do get into a fall rain pattern soon as water tables, ponds, rivers, et al are in desperate need of replenishment.

We have two issues to review this month. No issue for 1986, but the 1996 issue was packed with interesting and somewhat timeless gems. This month I wanted to share an article directed to our female members/co-members. Perhaps it will inspire more of you to come out and enjoy the track with us next year. You'll be amazed at how empowering driving on the track can be. We have some great instructors who will put you at ease and make your learning experience a lot of fun. First step is committing to do it, second step is signing up for the Car Control Clinic next spring and taking in an Autocross or two to get your feet wet.

As for 2006, I've retrieved an article on a past annual event that was a lot of fun. Perhaps it will inspire a reprise of this event or something similar. Expand your mind – all ideas welcome.

From Volume 19, Number 6, October/November 1996



*On the Cover:
What scenery! Concours on the Hill
Photo taken by Don Osborne*

Lime Rock - A Novice's Perspective by Deb Gratton, NCR member

Before arriving at Lime Rock, I spent the previous few days psyching myself up and trying to let go of all the self-doubting thoughts. I kept telling myself that I could set a goal for something I never thought I had the courage to do. Basically I don't like speed, but that fear diminished every time I did an autocross. Doing the autocross course was okay, but I really liked the home stretch when I could hit the accelerator.

When Phyllis Stibler hosted a Porsche women's get-together last spring, this was a turning point for me. As I listened to the other women talk about why they love to track their cars, I realized that this was something they did for themselves. I began to see that a track event was in the realm of possibility, at least at my own level. Besides, being a novice means that others on the track will be forgiving and that there's no real expectation other than to track the car and love it!



The new novice, Deb Gratton, behind the wheel with instructor Linda Petersen giving her words of track wisdom. Photo taken by Jay Gratton.

My first challenge was to keep myself calm and get a good night's sleep. I arrived at the track with my nerves exposed. Once I discovered that my instructor would be Linda Petersen, I wanted to be joined at the hip! Linda was great. She gave me basic one-word instructions with all the anticipated maneuvers.

I never felt that I was on overload and I never felt pushed beyond my limit. I made my own choices to build up speed and even to pass a car! Best of all, Linda made it fun with her great sense of humor. My favorite line of hers was "GO, girl, GO" when we hit the Main Straight.

The challenges were in the first turn and trying to hang onto the line through the "Esses". I loved the Climbing Turn, giving it throttle up the hill and taking the West Bend. I didn't like seeing the flaggers at Station #10 giving me the signal to let the drivers behind me pass. Was it possible that my confidence was growing to the point that I was developing a track ego?

When I came in after my first run group, I felt OK but not thrilled. The second time was immensely different. I was more connected with the track and not so much like a robot. Linda noticed the difference, too. After subsequent runs, I'd reflect to how good it feels when you get the line right. The scariest moment? Passing a car with another car following me and then losing it in my blind spot. This forced me to take an outside line through Big Bend. As Linda said, "I should have had you take the run-off." Like a run-away truck?!!

My doubts have left me and I have the greatest feeling of accomplishment. I've always liked my security and a "sure-thing". For me, tracking the 944 is the first goal I've set for myself that exceeded my usual need for doing the safe, secure thing.

Thanks to Linda for all her support and superb instruction and to my fellow Poscephiles for your enthusiasm and ego-building! A special thank-you to my son Jay who captured my moment with his camera. As he said, "No blur from speed in these pictures!" The greatest compliment, though, was when Jay greeted me with, "Mom, you were awesome. You were really whaling out there!" And thanks, Hon, for sharing the last remnants of tread with me.

See you at the track next year!

From Volume 29, Number 11, November/December 2006



*On the Cover . . .
Autocrossed Cone
by Sigrid Schnoerr*

Fall Shrimp Rally !!

By: Ivy Leonard, Contributor



A bright and Sunny day...very brisk...the winter chill was in the air! It was my first Rally with 9ELOVIN. The yellow 911 raring and ready to go! I woke up bright and early, as I was so excited to join in on Sandi and Don's Shrimp Boil "Rally around the Volcano" Sunday morning. Is that for real?

I left the house early to pick up my navigator...whom you all may know; Hank Cowles aka "The BigCheese." Don't worry I did think, wow was this a good idea... have my boss of 18 1/2 years as my navigator! I certainly wanted to make it to 19 years.

Ok....so we arrived in the Wal-Mart parking lot just a few minutes late ... ooooooops ... I missed tech session (maybe because Hank needed a coffee). I had to keep my navigator happy. Nancy, as nice as she was, came right over to the car to make sure everything was working properly. Yup...I passed!

Don handed me my envelope with my parting time so I matched my time on my watch to what Don was showing for a time. Not leaving a second sooner the BigCheese and I exited the parking lot ready to have some fun. I hope!

We began our trek driving and searching....with answers flowing nicely. Then.s..out of the blue we can't figure out one of the phone numbers. Guess I should have called the number instead of turning around 4 times. "The BigCheese" said I just don't see it... of course he blamed



NCR women, left to right- Susan Bird, Ellen Beck, Brenda Greene, and Jody Gratton having a good time at Mt. Tremblant in the Bresinger's trailer. Photo courtesy of Jay Gratton.



The shrimp dinner back at Sandi and Don's house was spectacular ... a job well done. Sandi and Don, my hat goes off to you for a job well done. It is always nice to get back, eat, and socialize. Not to mention that regardless of the daggers Hank and I threw back and forth at each other, I suppose it was worth receiving the second place trophy. Way to go Hank! Thanks again to everyone ... another spectacular NCR event!

it on the driver. Geez ... most people can read a sign that is only 12 inches in size going by it at 40mph right? Ok ... maybe I should have taken the foot off the pedal so he could actually read the sign.

Though we had several turn around points everything went rather smooth. Poor David C. Following 9ELOVIN was probably not the best thing for that particular day. David probably thought I was practicing turns for the next DE event.

What a time we had...I really did spend way to much time looking for an erupting volcano....go figure.. .the volcano in Ossipee was no longer in service so to speak. Don and Sandi totally understood me driving up just a few minutes late for two reasons...the first being I really wanted to bring some lava back. The second being ... Hank and I as Navigator and Driver may have been the wrong mix. I will definitely be the navigator next year as there is no question he would make the better driver! The good news is ... I still am currently working for the BigCheese!



POTENTIAL EVENT

In reviewing past *Northlanders* for this issue I came across an article for a forthcoming event in 1997 that we are contemplating reviving this coming year – A brew fest at Incredibrew in Nashua, NH. Incredibrew has six copper kettles for brewing and all the ingredients and recipes for your favorite pilsner, lager, ale, stout or porter. The idea is for two or three person teams to work together on choosing the recipe, grinding the grains and mixing the other ingredients to make their beer and then choosing a label (stock or custom – you can even bring your own graphics or pictures to have scanned in). The staff at Incredibrew will store your brew for the requisite 2 weeks of maturation and then you return to bottle and label. Tasting usually occurs at this time and swapping of brews amongst the teams occurs. Price for your custom brew is little more than you pay for your favorite commercial brew plus the cost of the reuseable bottles supplied by Incredibrew. I will be looking into scheduling this event for the February/March 2017 time frame. So, if you are interested in participating in such an event, please let me know (jh993@comcast.net) by the end of December 2016 so I can make appropriate arrangements. Details will be provided in a future issue of *Northlander* and to responders directly.

I Am Thankful

A poem by Ivy Cowles

I am thankful for the mess that I have to clean up after a party because it means I am surrounded by family and friends....

I am thankful for the Federal taxes I pay because it means I am employed.

I am thankful for the clothes that fit a little snug because it means that I have food to eat....

I am thankful for a lawn that needs to be mowed, the leaves that need to be blown, the windows that need to be cleaned, and the gutters that need fixing - because it means I have a place to live....

I am thankful for all the complaining I hear about our government because it means we have freedom of speech....

I am thankful for the last parking space a half of a mile from the entrance because it means that I can walk....

I am thankful for the oil bill that is stuck in the door each month because it means I will be warm....

I am thankful for those that sing out of key because that means I can hear....

I am thankful for tons of laundry because that means I have clothes to wear....

I am thankful for my sore back and sore muscles - because that means I can feel them....

I am thankful for the stupid alarm going off at 5:30 in the morning because that means I am alive....

I am thankful for many things...but most importantly for my family, and my friends.

May your holidays be a blessed and happy!

Love,

Ivy and Hank



The Brewery Tour, October 2, 2016

Photographs by David Churcher



Our Prez has been busy this year organizing some super tours for us. The visit to Tributary Brewing Co. was a great hit.

Usually someone “wins” the job of writing a article for *Northlander* but in our excitement this task was overlooked on the day. But our Vice Prez, Bob Fud, was so happy with the day he wrote it up in his column. See page 10.

Photo at left:

Tod Mott, owner of Tributary and Beermeister, examines his product. Definitely a man happy in his job and proud of his product.

Photo on this page:

Decisions, decisions. Edgar ponders where to start with his flight of beers.



Photo at top: a conversation about beer or Porsches?

Photo above: "That's Katie! We named her after Tod's *Russian Imperial Stout* formerly know as *Kate the Great* (when he was at the Portsmouth Brewery), and now called *Mott The Lesser*." (from Galen at Tributary Brewing Company)

Photo at left: One Tributary Leads To Another.



After a brewery tour what do Porsche People do? Head out for a fine meal. Car enthusiasts ... or gourmands with a car interest?

Autocross 6, October 8, 2016

By Joe Kraetsch, NCR Autocross Chair

Photographs by Ollie Lucier, Christopher Ryan, and David Churcher

On Saturday, October 8th, NCR hosted a fund-raising benefit for Loaves & Fishes, the local food pantry for the towns surrounding our autocross site. NCR is donating the entire gross proceeds to Loaves & Fishes while absorbing all expenses for this autocross event. Those expenses included a delicious pizza lunch from nearby Lazy Mary's Pizzeria. We had already collected \$1280 in voluntary donations from prior 2016 autocrosses. We collected another \$736 for this autocross bringing the total voluntary donations to over \$2000 for 2016. Adding the revenues from this event and a little bit extra, NCR donated a grand total of \$5500 to Loaves & Fishes this year!

The weather was cloudy but mild for an October Saturday. A good day for Autocross. Patricia Stern, Executive Director of Loaves and Fishes, spoke at the Driver meeting about the pantry and expressed sincere gratitude for the help that we give them. We also had several Loaves & Fishes volunteers show up for demonstration rides with some of our instructors. They all had a great time and left with smiles on their faces.

The event ran like clockwork. We had no timing, software or electronics issues and only a handful of re-runs for normal reasons. We did four morning runs, a 45-minute lunch break for some pretty darn good pizza then four more afternoon runs. This was our smoothest event of the season and most meaningful autocross we have ever hosted. We received a lot of positive feedback from our Loaves & Fishes guests and from many of the drivers as well.

This autocross was also our 2016 Season Finale and the last event in the 2016 Championship Series. Congratulations to our 2016 Class Champions:

Porsche Strict Stock 1	Chris Ryan
Porsche Strict Stock 2A	Nigel Fenwick
Porsche Strict Stock 2B	Oliver Lucier
Porsche Strict Stock 3	Ed Moschella
Porsche Production 1	Nick Durham
Porsche Production 2	Jeremy Mazzariello
Porsche Race Tire 1	Bill Aubin
Porsche Race Tire 2	Stephen Lefebvre

I want to thank everyone who participated for their help and cooperation in making this such a great event. Thanks to Lazy Mary's for the really good pizza. Thanks to everyone who donated to Loaves & Fishes this year. I especially want to thank Chris Ryan for bringing the NER tent and tables for the pizza lunch and for his help welcoming our Loaves & Fishes guests, making them feel comfortable and matching them with rides.

Finally, I want to thank my autocross staff who made this our best year yet. They are:

Ollie Lucier	Co-chair, Chief Instructor
Jeremy Mazzeriello	Registrar, Timing Captain
Ed Moschella	Novice Captain
Lisa Roche	Timing, Equipment, Lunch,
Organization, etc.	
Akira Mochimaru	Sound Captain
Ed Broadhead	Safety, Equipment
Scruffy Lefebvre	Course Design
Chris Darminio	Course Design
Justin Chen	Course Design, Timing, etc.
Bob Futterer	Onsite Check-in, waivers
Laura Futterer	Onsite Check-in, waivers
Athena DeGangi	Grid Captain

Our next event will be our mid-winter NCR Pool Party and Autocross Awards Dinner at the Billiards Café in Ayer on Saturday, January 28th. Watch the NCR website or Motorsportreg.com calendar for more details.



Karen DeGagne, the Volunteer and Office Coordinator at Loaves & Fishes



Why is Scruffy smiling? He got FTD perhaps?



Elizabeth Jolly



And who is this, Ollie?



Flying Fuds



Lisa flying

Photographs by Ollie Lucier

November / December 2016



"I had these two pictures of two of our Loaves & Fishes volunteers Denise (riding with Joe Migliore) and Kevin (riding with Ernie Grasso). They both said they enjoyed it very much ... especially Kevin who went for at least 3 runs. Earlier in the morning, Karen and Maureen took several rides and also came back all smiles. Karen rode with Scruffy for her first ride."

Chris

Photographs by Christopher Ryan



It's not just about the cars, or the people ... it's about pizza!

Photographs by David Churcher

November / December 2016

Spring Is A Long Time Coming

DE October 15, 2016

Photographs by David Churcher



The last line up at Pit Out for 2016.
Come on spring!

Photos on page 27, CW from top left:

Edgar ... kept us safe thru the season.

Mark ... kept things under control.

Joe looking a little stressed after an engine failure.

Berthold checks his Leica.







Lime Rock Park Historics 2016

Photographs by Mark Ettinger

Labor Day at Lime Rock Park is a three day spectacle of classic cars on show and on the track. The event presents photo ops galore and provides a good photographer with three days of indecision on which shots are his best.

Mark Ettinger took his Canon to LRP for the 2016 event and shares three of his best shots with **Northlander**.

Alan Hearn

Porsche 917 Mechanic 1969 - 1971

Interviewed by David Churcher



Alan sitting in 917 - 026/031 in Adrian Hamilton's showrooms. The 917 is part of the ROFGO collection. The photo was taken by IAN WAGSTAFF.

All photographs are from the Alan Hearn collection.

The editor of *Northlander* is fortunate to have a colleague such as Anthony Keiller who, in turn, has colleagues of interest to *Northlander* readers. In this article we are fortunate to have an "interview" with Alan Hearn which Anthony has organized for us.

In a recent email to me Anthony mentioned he had met Alan Hearn at a motor sport event in Oxfordshire in the UK and he offered to "introduce" us. The name rang a bell for me and Anthony's mention of the Gulf Wyr GT40 and Gulf 917 Porsches sent me to my copy of *Racing in the Rain* by John Horsman. Alan is mentioned many times through the book as being one of John Wyr's mechanics on the GT40 and the 917, and later on the Mirage. Alan has offered to answer some 917 questions so I went back to the book for a re-read and to find a few questions for Alan. Once the book was open again I could not put it down. It is a great read and covers a magic period in motor sport.

The following "interview" was accomplished by me writing questions to Alan and he, in turn, replying with an email. *Northlander* gets to have an up close look at the 917. This is generous of him, and I will begin here with: a big thank you, Alan.

DJC: Alan ... when Anthony first mentioned he had met a 917 mechanic I was prompted to use a bit of "Porsche humor" and ask if you were the mechanic who worked on the 917 photographed with its fan flying through the air. Your reply indicated you thought it was Brian Redman's car and at Sebring. For the life of me I can't find that photo today. But while re-reading part of *Racing in the Rain* I did find a reference to the event ... apparently the hub separated and let the fan fly off. It was the Redman/Siffert car at Sebring in 1970.

AH: The disappearing fan happened at Sebring 1970, this was the race we had the new modified front hubs break on us as well! Brian Redman in the Siffert car was driving at the time, he was coming round the last corner before the pits I think when the cooling fan hub/coupling broke and let the fan sail up in the air and into a car park on the outside of the track, during that lap, Brian noticed the oil temp. rising and came into the pits. A new fan and coupling was fitted in 4-5 minutes, the car then carried on. The engine for that car was supplied by Porsche to us when building the car for this race. I don't know if the hub/coupling was modified by Porsche after this incident, we didn't have any more cooling fan problems after this during 1970/71.

DJC: Looking back on those "golden years" it seems to me those wonderful cars were serviced by some unusually talented Brit mechanics. Peter Bryant describes (in *Can-Am Challenger*) his training and his eventual Can-Am career as a mechanic and designer. What is it that Britain has that makes such talented people? Perhaps the apprenticeships?

AH: For myself, I started out working at a small garage after leaving school in 1954 in the village of Chalfont St. Peter. I trained on Jaguar and Rover cars at first and was able to work on 3 ERA cars kept there, and I gained experience on the sports racing cars of the Whitehead brothers Peter & Graham, these cars were a Cooper Jaguar, Aston Martin DB3S and DBR1 and also a Lister Jaguar. I went to many race tracks in England mainly with the Aston Martin cars to help the senior mechanics and preparing the cars for races in France, Germany and Belgium as well.

DJC: And today we still have the Brit leadership in automotive design. People like Red Bull's Adrian Newey design some very complex machines. Have the mechanics been able to keep up? Do we still have a supply of mechanics like the Golden Years?

AH: It is very high tech in motor racing these days but you still need the dedication of the mechanics to work the long hours of putting cars together and always having to work to a deadline to get their cars to a race track in perfect condition, they then have to be on the ball the whole race weekend to deal with any mechanical issues, pit stops and any damage if a car has an off.

One thing I've noticed is that the race crews have much better catering facilities these days, a lot different to my time when food/drink wasn't so available!

DJC: The Porsche 917 was a very advanced machine for its time. Even recent wind tunnel tests indicate the shape was very efficient. But the engine was even more special. I recall Hans Mezger saying how small his design group was and I have to wonder at what documentation and training you received. Did a 917 come with a manual? A list of check points? A MTBF list? Did you go to Germany for training?



Photo at top: The Siffert / Redman 917 at Le Mans 1970. The car was a DNF after a bad shift and over-reved engine.

Photo above: "a painting by Jorge Garcia... a pit stop at Spa 1971. John Horsman is standing on the pit counter just above the open door timing the stop. Pedro Rodriguez in his deer stalker is giving the thumbs up to co-driver Jackie Oliver. I am in the painting, I'm the mechanic topping up the oil tank just behind Pedro."



Photo at top: 917 #16 taken at the Osterreichring 1971 where Pedro won a great race with this car.

Photo above: Happy mechanics. Alan is at far left... taken at Daytona 1971.

John Horsman mentions a team of mechanics going to Porsche for two weeks in 1969 but did not give names.

AH: The 917 didn't actually come with a manual – we had our own comprehensive check list devised by our chief engineer, John Horsman. During October 1969, after the test at the Osterreichring which determined the tail shape designed by John Horsman and transformed the 917's aerodynamics, the mechanics were sent out to the Porsche factory in Zuffenhausen to learn as much as possible about the cars we were about to take charge of. We were there for about a week and we got on very well with the German mechanics and also the management. It was a lot to take in as the 917 was very different from the GT40 that we had been used to which were very heavy, most parts being made of steel.

With the 917, everything was light weight, titanium was used for many parts, even the suspension bolts were titanium with the larger ones even having a hole through the centre for lightness, the bodywork was also very light, the front section being bonded onto the chassis for lightness. Another big change was that we would now need to use airguns on the hexagon wheel nuts as before on the GT40s we had used an Indy type brass hammer on the alloy long eared wheel nuts.

DJC: Designers often get some feedback from mechanics indicating what looked good on a drawing was a bit of a pain in the field. Did the 917 chassis or engine have any knuckle skinners or really hard to get at parts?

AH: The 917 was quite an easy car to work on, everything was beautifully made. The engine was quite a tight fit when lowering it into the chassis, but generally it was a joy to work on. One thing that became difficult was that if the car sustained any damage to the front end during practice or the race itself, it was difficult to repair quickly as I mentioned earlier, the nose section was bonded to the chassis. This happened on some occasions and gave us some frantic work during pit stops at Sebring and Daytona and also having to bond a new nose section onto a car before the race at Buenos Aires.

DJC: There is a description of you and another mechanic changing out a 917 clutch, in the pits, in an hour and a half. How did you go about supporting and separating the transmission and engine? Did you only need "simple" tools like wrenches ... and perhaps a hammer? :-)

AH: The 917 clutch change you mention was done at Daytona 1970, our first race with the new cars. During the race when we were leading with the Pedro Rodriguez/Leo Kinnunen cars, this was the car that I would be looking after during 1970/71. The other team car of Jo Siffert/Brian Redman had run into problems with some damage to the rear after a tyre burst on the banking at high speed. This was repaired but a bit later the clutch went and it was thought that we would have to retire the car. The Porsche management said that it could be changed in a reasonable time behind the pits. This was done by Siffert's two mechanics, Peter Davies and Ritchie Bray, with the help of two Porsche mechanics who were assigned to us in case of problems during the first race with these cars. They used an assortment of metric sockets and spanners and completed the task in about 1hr 20/30 minutes and it was then put back into the race to finish in 2nd place at the finish,

which was quite amazing really! We certainly learnt a lot about the 917 during that first 24hr race which was a great help.

DJC: I also noted a comment referring to spark plug changes. In order to change out the plugs the exhaust system had to be removed first. How much of a pain was this?

AH: We never had to change spark plugs on the 917. If we needed to have done this task, the engine would have needed to be raised part of the way in the chassis as it was impossible to get at some of the plugs due to the tightness of the chassis tubes and components around the engine. We would have fresh engines from Porsche for every race so everything would be renewed.

DJC: The synchro in the transmission is referred to as "cones" ... was the Porsche "balk ring" synchro not used in a 917 transmission?

AH: As far as I remember, when the gearbox failed on the Rodriguez/Oliver 917 a syncro hub came unscrewed from the gear and jammed the box, this was quite a long job to tackle, it was red hot to start with! After a lengthy time groveling in hot oil and sand we managed to replace the complete gear and hub with a spare unit.

The transmissions were always assembled in Zuffenhausen and sent to us, occasionally we just needed to change a gear ratio, usually top if not correct. The ratios were determined on a computer at Zuffenhausen and were usually right.

DJC: For some time the 917 did not have a rev limiter and some over-rev disasters happened. There is reference to two rev limiters used later. Were they an ignition cut? Could they actually react fast enough?

AH: The 917 did have a rev limiter which came with the cars electronics, but this was found to be slow to react. As far as I know, Porsche never did anything about this and it resulted in three blown engines for us during 1969/70 – Daytona test 1969, Le Mans 1970 and Watkins Glen Can-Am 1970. If a better quality limiter had been fitted perhaps these engines would have been saved!

DJC: Many of the Brit drivers and mechanics of the era ended up living in the USA. John Wyer and John Horsman went to Arizona as did Peter Bryant. I believe Derek Bell, Vic Elford and Brian Redman ended up in Florida. Were you ever tempted to move here to the USA? Some Brit colleagues I have met said they returned to the UK to live because of the three Bs ... the bread, the beer, and the BBC ... not so easily had on this side of the pond.

The 917 is now 46 years old and we get to see them in action from time to time. Do you get a chance to be a 917 mechanic from time to time?

AH: The thought of moving to the USA did arise after 1975 but family commitments and the love of the English countryside decided for me to stay. I always enjoyed my visits to the US, everyone was very friendly.

I have only just recently been to see a 917, two in fact. One being at Adrian Hamilton's showrooms, this being the car that finished 2nd at Le Mans 1971 chassis 026/031 which I was able to have a look round and the other 917 was at Watford in an underground car park before it was sent to its new home at Beaulieu Motor museum. This car is chassis 013/034, both these cars I only had a brief time to look around, this being the first time in 45 years that I have had the chance to do so. It was

wonderful to see them up close again and to be able to sit in the cockpit of one of them and imagine myself driving one of the cars up Dunton Hill in Sussex on the way to Goodwood in 1970 when the van we had wouldn't tow the 917 on the trailer up the hill, so we unloaded it and I drove it up! Lovely memory!



Photo at top: "Photo at Brands Hatch in the wet with Pedro hanging out the tail of the 917 coming out of Druids. We won by 5 laps." Photo by GULF .

Photo above: Daytona 1971 ... Alan is holding the Gulf flag. "if you look closely the car has the rear wing in the valley between the two tail sections, it didn't have this wing when the car won in 1970."

Porsche Third & Fifth At WEC Six Hours Of Fuji, October 16 2016

FIA World Endurance Championship (WEC), LMP1, Round 7
Photographs by Presse Porsche



Toyota won at Fuji.

After six hours of racing only 16 seconds separated first and third place. The win may not completely offset the disappointment of Le Mans for Toyota but it will help. It is a much deserved win and Porsche was quick to say so too.

The big surprise at Fuji was Mark Webber's announcement he will retire from racing after the last WEC event of 2016. He will become a consultant and ambassador for Porsche.

Mark had another surprise too. If you can find Porsche's video you will hear Mark describe hard work with a typical Aussie phrase (head down, a*** up) ... it's a word we don't use a lot in USA and certainly can not print in a family magazine such as *Northlander*. But his candor and humor is a delight to see and hear.

Porsche First & Fourth At WEC Six Hours Of Shanghai, November 6 2016

FIA World Endurance Championship (WEC), LMP1, Round 8
Photographs and text by Presse Porsche



Porsche wins in Shanghai.

Porsche became the World Champions again. The sports car brand from Stuttgart-Zuffenhausen with the innovative Le Mans Prototype Porsche 919 Hybrid secured the manufacturers' title in the FIA World Endurance Championship one race before the season's finale. At the six-hour race in Shanghai this Sunday the driver trios of Timo Bernhard (DE)/Brendon Hartley (NZ)/Mark Webber (AU) and Romain Dumas (FR)/Neel Jani (CH)/Marc Lieb (DE) finished first and fourth to earn Porsche 38 points. Having now scored 301 points in total, Audi (222) and Toyota (207) cannot now catch Porsche at the last round in Bahrain on November 19.



NCR Annual Banquet, November 2016

Photographs by Nikki Lyons & Hank Cowles, story by Ivy Cowles

Another Annual Banquet behind us. How quickly time passes. Toni Surdam did a wonderful job planning this year's event. Not only to organize but to make the most amazing checkerboard tablecloths as well.

Everyone seemed to have a wonderful time laughing, catching up with good friends, and just reminiscing about the year's events. Wow... another year gone by.

The newly elected Board members are as follows:

Jeff Torrey -President

Bill Hutchens - Vice President

Nancy Broadhead - Secretary

Tracy Hutchens - Treasurer

The Doug Hendrickson award went to Dick Demaine and it was well deserved.

A donation to the Make-A-Wish of NH was in the amount of \$10,000.00 and to the Loaves and Fishes \$5,500.

Thank you to all of NCR for another wonderful year.



Clockwise from top left:

The 2017 Board.

Happy NCR members, one matching the table cloth.

A presentation of the Doug Hendrickson Award to Dick Demaine.



Clockwise from top left:

Presentation of \$10,000 to Make-A-Wish.

Closing the bar.

Bob Fud gets the big picture.

Nikki Lyons of Make-A-Wish.

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Mine's Bigger Than Yours

By Danielle Badler

Okay, folks. Today's quote of the day. "The rich can indulge their fantasies because they can afford to indulge their fantasies."

As evidence I give you Alan Wilzig who, as reported in *The Wall Street Journal*, has his own private race track. It's connected to his quarter mile-long driveway, on his 275-acre property in Taghkanic, NY.

The track, built for roughly \$7.5 million, about half the cost of the property, is 1.15 mi long and 40 feet wide. The article even has a photo of Alan, with his girlfriend, circling in his Lola T70.

Alas, the article says the track can't be rented out for commercial use, which would help defray the cost. But, if he ever sells, he's already ready with his pitch. "What better place is there to teach your 16-year-old to drive."

Or take Stephen Levin, who navigates a half-mile driveway, and continues on another road he owns, before reaching his mailbox, in Stowe, VT.

Along the way, according to the *Journal*, you pass a miniature golf course, two ponds and a campsite, on which sits an Airstream trailer. In all, Levin estimates he spent about \$30 million on the 86-acre property. The landscaping and driveway alone, he estimates, cost \$5 million.

Are you interested? The compound is for sale, for \$12.5 million. Why? "The children are grown," Levin is quoted as saying.

Another story in the *Journal* features the headline "Luxury buyers would just as soon drive."

According to the article, there's always a price premium for walkable homes, homes that score high on the "Walk Score," a 0 to 100 scale for such things as population density and the ability to walk to restaurants, schools and stores. But that premium declines at the upper end of the market.

You wouldn't think that people like Messrs. Wilzig and Levin really care. And neither do their compatriots, who much prefer exclusivity and privacy. The article cites a listing for a 12,000-square-foot home in Villa Park, CA. It's on the market for \$3.788 million. It's gated, on two-thirds of an acre. The Walk Score? 0.

What's the alternative? Fly away!

Yet another article in *The Wall Street Journal* covers the conversion of jumbo jets to private planes... at a cost of \$300 million or more.

For that you get, on a converted Boeing 787 Dreamliner, 2,408 square feet of cabin space. That's enough room for you and your staff of 40 to stretch out on a flight of up to 17 hours.

Which means you can fly from Asia to the East Coast of the U.S., or from the Middle East to the West Coast, without stopping for fuel.

"(These people) don't like to stop," says the head of one of the conversion firms in the article.

It used to be that the biggest offering for non-government buyers was a single-aisle 737 or 757, like Donald Trump's plane. No more. "The world has moved on and has moved up and people are flying bigger airplanes," says the article.

Like a 777, which another firm is outfitting, a process which can take up to a year. "The luxury is really amazing. If you've been in a really, really high-end hotel, that starts to get at what it's like in one of (the) master suites," says an executive for the conversion firm.

Then there are missile defense systems - not nearly as elaborate as what you would find on, say, Air Force One, says the article. But the systems do use radar to detect missiles and deploy flares as countermeasures. Some also carry private gun lockers, and almost all carry one or two safes, for cash and jewelry.

Feeling left behind? There's hope, dear pilgrim. The article says that Crystal Cruise Lines is having its own 777 converted, to be used as a flying cruise ship. Some 3,000 square feet of cabin space will be filled with a bar, lounge, gambling table and 84 first-class seats.

The plane is scheduled to go into service next year.

What to do? Charter it to follow the Grand Prix Circus around the globe, from race to race. And, between races, we can drop in on Stuttgart. Daytona. Le Mans. The Dakar Rally. The East African Safari. Do they still do the East African Safari? We'll find out.

First we'll pick up Messrs. Wilzig and Levin. Care to join us? Hey, you only go around once.



Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events requiring inspection 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>

<u>Name</u>	<u>Position</u>	<u>Phone Number</u>
Autowerkes Maine	Maine	(207) 865 6600
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
Katchel Motor Company	Massachusetts	(617) 759 8973
LDV Motorsports	Buzzards Bay, Ma	(508) 789 0961
Exotech	New Hampshire	(603) 382 3599
Sports & Vintage Car	New Hampshire	(603) 675 2623
Dupont's Service Center	New Hampshire	(603) 742 8627
G & R Autoworks	Keene NH	(603) 357 2484
Series 900	Sunapee, NH	(603) 748 0787
Series Motorsports	New Hampshire	(603) 232 5443
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
Eurotech	Vermont	(802) 660 1900
Green Mountain Performance Co.	Vermont	(802) 775 3433
Heads Up Motorsports Inc.	Vermont	(802) 886 2636
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BTW

Thought you might be able to use a photo celebrating the colors of autumn with one of our iconic Porsches.

Skip Wareham

Date: 10/14/16 Location: New London Historical Society, New London, NH Camera: Canon Powershot S 100
Porsche: 2008 Porsche Cayman S in Rainforest Green Metallic.

THE MART

Your For Sale Items Here... Be Sure to Send Them In To: Ivy@consumerprofilesinc.com

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: 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



For sale 2013 Porsche Boxster. \$46,000.00 This is a beautiful car in great shape only 15152 miles. 6 speed manual transmission. This car is loaded...19 inch Boxster S wheels, Bose Surround Sound System, Sport Chrono Package. Installed K40 Radar and Laser detector a \$2500 value. Many more options, call (603) 969-0378. Ask for Phil.

2007 Cayman stuff: Covercraft Dustup indoor car cover, clean, like new, \$100. Covercraft sun shade, \$35. Porsche Design mens medium black wool and leather jacket, like new, worn less than a dozen times, \$150. Gary Levine, gmlevine29@gmail.com, 603-252-8506.

For Sale:

Porsche Calendars For Sale

Free to a good home: about a dozen, large scale, Porsche photo calendars from the 1980's and 1990's, in their original boxes but minus the medals that accompanied them when new. Contact Phyllis at 603.498.8952 or pstibler@comcast.net

For Sale: 997 Turbo Wheels and Tires: from 2007 C4S; Front-8x19-235/35;

Rear-11x19-305/30; Wheels-Clear coat blemishes but no curb rash; Tires-Michelin

Pilot Sports some life left, ok for track; \$800 or reasonable offer; Contact Paul at:

pvbellaqua@comcast.net

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. Best reasonable offer, call for further info: Steve at 508-653-1695



"Turbo" 17" Wheel and Tire Set. From 1988 911: 4 Rims: Italian 9J x 17 H2 series 60374 and 60474 with Porsche emblem. One has minor scuff. 4 Tires: Goodyear Eagle GT all season; Rear: 255-40 ZR 17; Front: 205-50 R 17. Treads excellent - Set: \$1,000 firm in St George Maine (lovely drive this time of year) 207-372-8288 wmzierden@aol.com



For Sale: 1960 Mercedes Benz 220SE Cabriolet. 76,000 miles, Black/red. Totally rust free, 50 years in Las Vegas & Santa Fe. New top, new leather seats, recent black lacquer respray; even the radio works! Class winner 2015 MAW show. \$125k or reasonable offer; 45 pix available or view & drive in person. 603-343-7575



FOR SALE: Miscellaneous Porsche Stuff:

Official factory workshop manual in 10 binders for 993 series including two rare volumes covering Turbo; new condition.

Set of four Dunlop Grand Trek WT M3 255/50R19 M+S winter tires on 19 in Porsche wheels with Porsche center crest, TPMS sensors, service covers; used one season on 2008 Cayenne Turbo. Excellent condition.

21 in Cayenne Turbo wheel as used on 2008 Cayenne Turbo. Refinished by RimPro to repair minor scratches, in original Porsche box with RimPro paperwork. Looks new.

Four Ralph Boothe Design large black wheel center caps with Porsche factory hood emblem as crest. New old stock. Purchased for 993 Turbo S but will fit other models.

All priced to move. For details, photos, prices: email **to** frboswell@gmail.com.

Seats for Sale: These seats are from a 1987 Porsche 944 n/a. Driver seat is powered, passenger is not. Both seats are in very good condition. There is some slight separation at the front of the seats but that is it. The leather is in very good condition as these seats have been stored in a heated basement the last 10+ years. These were pulled from a car converted for club racing. \$500 or Best Offer: Contact Gary Wielgoszinski @ garyw944@comcast.net



For Sale: 1984 Porsche 928S - rare 5 speed, collector quality, excellent condition, dark burgundy, on rare black leather interior with white leather door centers and seats. Owned since 1990, always garaged, no winters, no rain or track, 100% original, new C2 928GT 17 x 8.5 & 17 x 9.5 wheels. Paint, body, glass, door jams like new. Sun roof, all options, no accidents, no bodywork. New brakes/slotted rotors, new battery, fuel pump relay and Bosch alternator. Runs strong and sounds great. Approx 76k miles. These survivor 982S 5 speeds are going up in value, add this one to your collection. Asking \$13.9k please call 978.239.8789.



For Sale: 2002 Carrera4 Silver/like new Black Power Top, 68,900 mi. Tytronic transmission w/Manual Option & PSM. ABS brakes (like new) & IMS Bearing Upgrade, & a new Cruise Control system. Optional Bose Surround Sound, & GPS. Also includes: 4 Pirelli snows mounted on "Porsche wheels;" top down windscreen + 911 Car Cover. Mint condition, & excellent drive. Always garaged. Have maintenance records. Asking \$26,500. Jack Saunders, osaunders@myfairpoint.net, 603-536-4275.



For Sale: 2011 Audi R8 Spyder V10 Manual 6spd - Org msrp \$188,971, ONLY 19k Miles, PRISTINE CONDITION. Loaded featuring Audi Carbon Ceramic brakes, Diamond stitched leather, Nav, heated seats, rear power window, ACE Custom Wheels. The car is literally brand new inside and out. Have ALL service records since it left the factory in Germany. The car is detailed after every drive and sits in a climate controlled garage. \$119.5K Please call (603)775-4028.



For Sale: NCR has a surplus Honda EU1000i generator for sale.cost \$800 new. Just changed the oil. Approximately 600 hours on it.

Located in New London, NH. All offers considered.

safety@ncr-pca.org

Free to someone who loves Porsches and loves to read, 40-45 Excellence magazines from recent years.

Can be picked up either in Groton, MA or Nashua, NH

Email: dcromwell@iname.com

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If you wish to advertise in Northlander please contact: Matt Romanowski, pastpresident@ncr-pca.org

All advertising fees are payable before the advertisement is placed in Northlander.

BTW

European Performance Engineering (EPE) is on-line again!

EPE is happy to report that we are back on the Internet. The piracy issues that resulted in our website being inaccessible and preventing email being sent to/from our corporate email server have been resolved.

We appreciate the understanding you showed during that time and, once again, apologize for any inconvenience. Please be assured that no personal or financial information related to our clients or to EPE was compromised in any manner.

We encourage you to visit our website www.epe.com or to contact us directly via email (epe@epe.com) or telephone (508-651-1316) for any Porsche service-related questions you may have or to schedule an appointment.

Whether you are an existing EPE client or an owner needing personalized service for your Porsche, we remain committed to providing a level of expertise and service that you expect and deserve.

Thank you.....Jerry Pellegrino

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Tech: modern fuel injection systems

And ... much much more.



These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

My staff and I would be happy to go "the extra mile" with you.



508-651-1316



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