

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 7

July 2010

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Autocross #2

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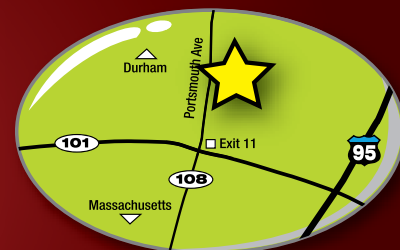


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On the cover



The DP cars are not the most aesthetic of cars but a Porsche is a Porsche and this photograph conjures up all the beauty and power of a racing Porsche. Northlander's photographer Matt Romanowski went to the Six Hours At The Glen in June and came back with many wonderful shots. More? See the spread in this issue.

Photograph by Matt Romanowski

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Statement of Policy

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CALENDAR

3-9
8-10
12
13-14
17 20

July 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
July 3-9		PCA Parade	St. Charles, IL	www.pca.org
July 8-10	8am	NER DE	Calabogie, Canada	www.porschenet.com
July 12	8am	NCR/NER DE	Mt Tremblant, Canada	de@ncr-pca.org
July 13-14	8am	NER DE	Mt Tremblant, Canada	www.porschenet.com
July 17	7am	NCR AX #3	Devens	autocross@ncr-pca.org
July 20	6pm	Board Meeting	TBA	president@ncr-pca.org

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



Ivy Leonard

Can you all guess the color? I bet you can!

Liking...Loving our Cars.

I once heard from a Porsche club member that owning a car – and particularly a Porsche - is like owning a family pet. Whether it is a dog or a cat or a P-car we all try to make our choice wisely to make sure we pick out the perfect one for us.

So, after all that deliberation and maybe a pre-purchase inspection (but why bother if it is yellow?!) and the “what ifs” and “yah buts” all of us did finally make that decision...to buy a Porsche. I know some of you made the purchase a long time ago, some just recently, because you wouldn't be reading this if you hadn't!

And so for the purchase – the big day! We find the perfect one just like when picking out that family pet. We bring the purchase home, we name it, we actually talk to it, and care for it. Now you see the resemblance in your family pet? Actually many of our members like their car - even love their car - more than their family pet!

And just like our pets our cars become a reflection of our personalities. We want to be happy with our choice. After all, we will be spending lots of time together. Sometimes bordering on obsession. Have any of you heard a complaint that you and your Porsche spend *too much time* together?

You see when some of us drive the family car or even the family truck it just does not make us feel quite the same. The car or “cars” spark passion, appeal, and a sense of well being, personal pride that we might not otherwise enjoy. In that I mean driving that special car we love so much just brings out the best in all, makes us feel like a million bucks. Just happy to be

on the road nestled in the bucket of our close little friend. Even stopping at lights or tooling down a highway or a winding back road and talking to him or her.

I have two cars: both of them are special to me, a 944 Turbo (red, but with yellow accents) and a yellow 911 Targa. Both have vanity plates: the 944 T is *TURBOMA*, and the 911 is *9ELOVIN*. And the plates are a reflection of each car's relationship to me, giving special meaning to my ownership of them in different ways. As many of you know I have been blessed to be a grandmother to two wonderful grandchildren, and because of my German heritage go by the name of Oma, grandmother in German. So we have a Turbo Oma...TURBOMA!

Now, do I really have to explain 9ELOVIN? (Hint: sound it out!)

Just like a pet, our cars need some regular personal attention. How many of you out there wash your car faithfully? Many of you I am sure. You see with all the dirt, salt, grime or dust, whatever it may be, when you're out driving the car that way sometimes you do not feel that same passion or spark. You know you have let the car down. ...some of you out there cannot deny this.

Washing your special car or Porsche takes some time – but the satisfaction at the end is well worth it: back on the road again feeling powerful, special. Amazing that a clean, sparkly Porsche can do that to us. I don't know about you but washing and waxing my car can change my demeanor for sure. You step back and say look at that shine, look at those lines. Many husbands and wives have said...“You are obsessed with your car”...“if you only gave me half the attention”...blah...blah...blah. Heard that before?

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David Churcher

What to do? Not to worry. Porsche People to the rescue ...

"Better than a poke in the eye with a sharp stick...." is an expression I grew up with which is intended to boost your spirits after suffering some ordeal. It implies that nothing, nothing at all, is as bad as a poke in the eye.

I can attest to this. The Gods, for some reason, recently poked me in the eye in the form of a torn retina. There are few things worse. What does this have to do with editorials, photography, Porsches, or Porsche people? A lot actually ... and there is, now that I am fixed up, a little humor too.

My ordeal began over lunch with Gary one Thursday in May. I commented my left eye was acting up ... a blur and a glimmer. My friend cheered me up by saying: "My mother had that. It was macular degeneration." Great. But I was raised not to be an alarmist and to believe some things fix themselves. On the Friday I was photographing in two shops and noticed I could not focus (left eye shooter, you know) and I was bumping in to furniture on my left side. But, it was 4pm on a Friday ... I would have it checked Monday.

Sunday was our Most Excellent Spring Rally. Driving to the departure point I realized I was not having much fun and decided to seek a ride with one of our gang. Paul Tallo took me as passenger and photographer and I soon realized this was the only way to photograph a rally event. At our following luncheon I decided to lean on a sofa and not move ... just take pics from one spot. I could not consider a knife and fork. Too dangerous by now. Getting back to my car was a ride with Miriam in the Mini and our conversation included a few eye injury stories. Once back to my 911 I had to decide whether to go home or go to Rye for dinner with Ben and Magi. I decided on dinner and quite forgot I would be driving home in the dark. Bad move. Excellent dinner. My

host asked me to consider staying over. But no ... I would drive down Rt. 1A, in the moonlight, and have the white lines to help me. Logical decision making but not really wise. Once parked in the garage I looked back on my beloved 911, with one eye, and noted how lucky we both were to be home safe. And then I realized I had been pretty bloody stupid and was now clearly in deep doo doo.

Monday morning, first thing, call the ophthalmologist. The nice young lady listened to me and said I should stay by the phone for 10 minutes and she would call back. She did. She said they suspect a torn retina and she had made an appointment for me at their office, around the corner, for right away. After thanking her for the quick response I realized the doo doo was getting deeper. Dr. Hobbs did the check up and came back in to say she had booked me for surgery next morning. Oh, dear. Oh, doo doo. The description of things to come included no computer, or driving, or other delights. Oh, *Northlander*.

Walking back home I began to plan for what was coming. Tracey and I have had a plan in place since day one for sharing the *Northlander* work ... all I needed to do was get her a disc of work done to date. My daughter Helmi was home and between classes and internship. I was covered. Well, almost. I mailed a disc to Tracey and we discussed a Plan A and Plan B. But we were waiting on a couple of columns to come in so I had to "disturb" some Porsche colleagues with a note to please, please, do it now ... I was heading off to a period of not being able to work on *Northlander*. The surgery was done, the OR nurses were thrilled to have their very own Hugh Jackman/Mick Dundee for an hour or so ... no amount of talk from me would convince them I now consider myself about 50% US ... no, they wanted me to talk like Hugh and Mick!

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Bob & Laura Futterer

New Members:

Dave Batal
Irene Tien
Cambridge, MA – 2009 997
Turbo / 1999 Spec 986 / 2006
Cayenne
Transferred-In from Northeast
Region joined PCA 11/21/2005

Vincent B. Garcia
Robert Smith
Whitefield, NH – 2009 Carrera S

Michael Iannotti
Waltham, MA – 2009 911
Turbo

Max Ilich
Hampton, NH – 2008
Cayman S
Transferred-In from Riesentoter
Region joined PCA 02/25/2008

Albert D. Indelicato
Martha Indelicato
Hampton, NH – 2009 911 CS4

Robert J. Jauch
Patricia Jauch
Lyndonville, VT – 1976 911
Transferred-In from Green
Mountain Region joined PCA
09/07/2004

Robert Macalpine
Marlborough, MA – 1968 912

Walter P. Rogers
Donna Gallagher
Lincoln, NH – 2006 911S Cab

Bruce E. Rotenberg
Litchfield, NH – 1975 914

Harry Viens
Kathy Viens
Center Harbor, NH – 1996 911

Member Anniversaries:

1 Year:

Syd J. Rouleau
Alton, NH – 1983 994

William R. Hanna
1 Lori Road
Windham, NH – 2008 Carrera S

2 Years:

Cray Ball
Virginia Cray
Franconia, NH – 2003 Boxster

Bryce D. Lambert
Concord, NH – 2002 Carrera 4S

Richard Maser
Pepperell, MA – 2007 Cayman S

Tim D. Cronk
Merrimack, NH – 2008 911
C4S

Barton E. McGirl
Hampton, NH – 1988 911

Ernest R. Grasso
Karen Grasso
Chelmsford, MA – 2001 Boxster

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



Jay Gratton

THE ROLLING CHICANE

Another dynasty of epic proportion has recently come to an end ...

They say all great things must come to an end. The Boston Celtics of the 1960's, the Roman Empire, Elvis, the Star Wars series, my dominance over Matt Romanowski in autocross (oh wait, that is still going on!) and the all you can eat breakfast buffet at IHOP. All of these events marked the end of significant events in history and helped to shape the world we live in.

Another dynasty of epic proportion has recently come to an end here in our very own North Country. After 10 years, Matt and I are taking a break from *Jay and Matt's Most Excellent Rally Adventure* and the world wide search for our replacement has begun. I can not express how much Matt and I enjoyed the past ten years of creating our rally, but we both need a break and would like to enjoy someone else's rally for a change. It really does seem like yesterday that Matt and I were college students setting up our first rally. The event started over in the Portsmouth area and ended in Gilford, NH, with a cookout. We have ended rallies on top of a mountain, on the seacoast in 3 different states, at a pancake house and at a first class race shop to name only a few. I really enjoyed those few weekend days that Matt and I spent together laughing and enjoying each other's company while putting these events together.

Gimmick rallies really are not as hard as they seem to put together. You need about 4 mornings/afternoons dedicated to setting them up. The first day is finding the course, which is a lot easier if you lay out a rough route on a map first. The second day is checking the mileage for the route, the third day is for questions, pictures, etc., that are needed and the fourth day is done right before the event to make sure the route is still set and clues haven't disappeared. You will probably

need a little time at home to type up a few things, but that really doesn't take long. Creating a rally is a wonderful way to spend time with a spouse, friend or kid.

Matt, Jim Gratton (NCR's Rally Chair) and I are more than happy to support anyone during this process to make it as easy as possible for you. We understand that in order to have a club to continue to grow and thrive as NCR has, we need new members to get involved and chair events. Chairing a rally is a wonderful way to get involved on a smaller level and give back to the club. If you have any interest in taking on the Spring Rally in 2011, please contact me or Jim Gratton and we can answer any questions you may have and help you get started. Happy motoring everyone.



Mark Watson

As a reminder, here is our combined NCR / NER 2010 DE Schedule:

Date	Track	Region
08 – 10 July	Calabogie	NER
12 – 14 July	Mt Tremblant	NER
02 & 03 August	NHMS	NCR
27 – 29 August	Watkins Glen	NER
09 September	NHMS	NER
11 & 12 October	NHMS	NCR

* Instructors and Instructor Training only

We had an incident where one driver assumed they were getting a pass signal ...

This is another one of those DE columns which I am starting while sitting on a plane headed to Israel and expect to finish it on the return flight from Germany. June has been a very hectic month with business trips to France, Salt Lake City, Israel and Germany. In between the France and Salt Lake trip was the Lime Rock event (NCR and CVR). It is a good thing my car does not require a lot of attention or work in between events or I would be in big trouble finding the time to get it to the shop. I did manage to get a bit of suspension work done at EPE between our opening NHMS event and the LRP event. The car feels much more stable and a lot more responsive which is what I wanted. Thanks Jerry!

The LRP event was reasonably well attended by NCR, NER and CVR members and several participants from the BMW club. Lime Rock is extremely expensive to rent and we need full participation to make the event a financial success for the club. At present it looks like we will experience approximately a \$600 loss for the event which is not too bad considering the economy and the fact that we were on budget for our NHMS event in May. As we look towards the August and October DE events, your participation is critical not just because DE is wicked fun but also because your participation helps maintain the financial health of the North Country Region. My personal thanks to all of you who attended and helped make the event a success.

Only a handful of folks took advantage of dropping off their trailers the night before the event but those of us who did were rewarded with a more relaxed start to the event. Given the sound restrictions in force at the track, we had to make announcements by moving through the

paddock to ensure everyone knew when the tech line was open and when it was time for the drivers meeting. In addition, due to the previous day's event, there were no 'corner' cones in place and we were not allowed to put them out until 08:30. That didn't leave much time but Tom and John did a great job getting the cones positioned in time for the first run group.

The day was extremely hot and the focus was on keeping cool and hydrated. I put out three cases of water for general consumption and by noon it was so warm that we waived the long sleeve shirt rule for the afternoon runs. We had an incident where one driver **assumed** they were getting a pass signal and started to pass. Unfortunately, the driver in the car being passed did not give a signal and proceeded to drive on line and the two cars bumped doors. Fortunately, neither driver was injured and there appeared to be only minor damage to each car. The driver who passed without a signal was prohibited from driving the remainder of the event. As we discuss in every drivers meeting, passing is a contract between both drivers and it is critical to give clear signals and to make sure you see a signal before initiating a pass. Your DE Team is committed to running safe, fun and educational events but we need all of you to do your part every time you get behind the wheel and enter the track.

In closing, I would like to thank all of the participants and our guests for making the 2010 Lime Rock event successful. I hope you had a great time at the Zone 1 event at Watkins Glen and I look forward to seeing many of you at the July events

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LOOKING BACK

Judy Hendrickson

June is Le Mans and despite the conflict with the NCR AX for the SPEED coverage of the start I was able to watch much of the 6PM to 6AM coverage ...

Mid June and like last month the weather has been very changeable - - from HOT and a bit muggy to cool, light blanket weather and back - this weekend is calling for 90 degrees and building humidity. Well, it is New England and they say - "Don't like the weather, just wait a bit and it will change". Certainly seems true this year.

Perusing through the July 1980, 1990 and 2000 Northlanders this month brought back a lot of memories, some more nostalgic than others but all good. So let's begin.

June is Le Mans and despite the conflict with the NCR AX for the SPEED coverage of the start I was able to watch much of the 6PM to 6AM coverage and the finish of the race on Sunday. Porsche did win its class (GT2) this year with PCAer Lee Keen finishing 2nd, but it was a far cry from the dominance of our brand in 1980. One of the items in the July 1980 issue was a spotlight on the 'new' father-son team of John Paul Sr and Jr who would team up with a "name" driver to try to capture the 24-hour classic in their Porsche 935. Also reported were other US drivers preparing to compete at that year's LeMans: Ted Field, Danny Ongais, Charles Mendez, Bob Akin, Roy Woods, R. Kent Cook, Dick Barbour, John Fitzpatrick, Bobby Rahal, Bob Garretson, Paul Newman and Brian Redman. Of course, that was also the year for three 924 Carrera GTs to be entered by the factory and piloted by Peter Gregg, Al Holbert, Derek Bell, Andy Rouse and Tony Dron with a third team from Germany not yet named. Sadly a number of these great drivers are no longer with us. Other highlights of this issue were coverage of the second NCR AX of the season and NCR's presence at the very first Zone 1 Swap Meet, Concours and Tech Session. (Note: this later turned into two separate events - Tech Tactics and Concours/Swap Meet).

The July-August 1990, Northlander was packed with tales of NCRers' adventures at the Zone 1 48 Hours of Watkins Glen and the Porsche Parade at Monterey where NCR members Rob and Linda Morse, along with their sons Chucky and Timmy not only brought home concours honors but also were selected as PCAs Family of the Year. (Our region has been fortunate to have two such winning member families - the Morses and the Grattons (Jim, Deb, Janet & Jay) as well as two PCA Enthusiasts of the Year: Ellen Beck and Matt Romanowski. Also in the winners circle was member Bob Elliott who took his class in the resurrected Climb to the Clouds (Mt Washington Auto Road Rally) beating the factory Peugeot teams with their pro drivers! Rick Casey (now in North Florida) waxed nostalgic about some of his past Porsche acquisitions and there were some technical articles about 944's, Porsche brake maintenance/rebuild and the continuing battle with gasoline formulation and our cars' needs.

The July 2000 Northlander found editor, Matt Romanowski, finally driving his newly refurbished 914 and taking a class win at the season AX opener and experiencing his first 48 Hours at the Glen event. President Scott Martineau was having his usual car problems at the DEs and bemoaning the institution of sound limits at NHIS. Track Chair Abe Anderson's column was particularly nostalgic for me as it reported the completion of the efforts of the Instructor Qualification Committee (Ellen Beck, George Rief & Edgar Broadhead) to create an Instructor Development Program for the region and the testing of the first two candidates using the program and evaluation forms. It was nostalgic for me as we just had our Lime Rock event at the beginning of June and this was the site of that initial testing. The candidates were Steve and Jim Gratton (Steve now being our Chief

continued on page 36 ...

Six Hours At The Glen

Jack Saunders



Photograph of the pits by Jack Saunders

This outing started out in a decidedly subdued mood dictated by the fact that my partner in Porsche Corral-hopping, David Churcher, was suddenly stricken with a surprise retinal tear requiring surgery. We both responded to our emergencies with me finding an aspiring race driver from NER - AX ranks, Mike Tosi, to share the available ticket and room at the Glen Motor Inn, and most importantly with a great recovery by David. See David's editorial for details :-)

Fast forward to Friday afternoon, June 4, 2010, when the Gladles, Joyce and Butch, leaders of the Central NY Region (working in conjunction with Botho Von Bose, our Zone 1 Rep) arrived to "unofficially" start preparations to deliver the first of the many perks all Zone 1 Porsche Corrals offer to those intrepid PCA'ers that travel far and wide to both enjoy and support

Porsche Racing. Speaking of "far and wide" -- my drive from Holderness, NH, to Watkins Glen won me a coveted Pit Pass which gave me unprecedented access to famous drivers and pitcrews where races are won or lost (which I will cover later.)

Even though the Porsche Corral VIP Tent amenities and perks don't officially start until Saturday morning, our Zone 1 leaders, the Gladles and Mike Evranian, the Watkins Glen Co. assigned coordinator, arranged for us to do several "parade" laps (not at full speed) Friday at 7pm.

Normally, in the past in my old 944-S2, this was a joy ride where I try to follow the line I think a pro would follow but at an enforced lower speed set by the pace car. However, with my "new" '95 C4 993, I started out moving more briskly than I did with my 944-S2 and was gaining on the car ahead of me.

In addition, my C4 is a hotter car and accelerates much quicker, which put me closer to the wall than I was comfortable with. So, I chickened out to avoid any untoward events with my unblemished "new" beauty. Consequently I lost sight of the car I was following and missed it exiting the track through an unmarked, rarely used "gate." As a result, I ended up taking an extra lap prolonging the adrenaline rush afforded by this track.

Just before the parade laps were scheduled, my roommate appeared directly off the Interstate on which he "flew" from Eastern Mass., NER country, in a mere 5+ hours, by using a combination of a radar detector and a laser jammer to avoid interaction with the state police. My own style, these days, is to set my cruise control at a couple of miles above the speed limit and relax and enjoy the views while playing the game of avoiding



potential accidents by trying to anticipate the moves of adjacent drivers and moving safely within my traffic group. While driving defensively I also pay attention to conserving my "new" C4 by maintaining at least 8-10 car lengths behind the car ahead, plus unless I'm in a hurry, I go off cruise control on hills to avoid wasting gas fighting gravity.

This particular Corral highlights our President, Ivy Leonard's, favorite motto: "It's the people" (as well as the cars) that makes PCA membership such a rewarding experience. Specifically, several coincidences played out at this Corral:

(1.) My roommate, Mike (son of NER's Paul Tosi who is one of my favorite AX instructors), a marketing major at Daniel Webster College, became an "intern" at "I-Racing" when our own Kevin Bobbitt hired him based on his NER/PCA driving successes.

(2.) Kevin Bobbitt was working at this Rolex event at the Glen setting up an I-Racing simulator booth nearby.

(3.) Jay Gratton, our NCR Vice President, a former I-Racing teammate of Kevin's, shows up on Saturday with his close friend Matt Romanowski -- NCR's Advertising Manager. I'm guessing they made this day trip partly as a favor to David Churcher to take more professional pics of the Rolex for this article than I normally produce. It's also likely they both visited a bit with Kevin, after viewing the Rolex from various exciting turns. (Matt did make the trip and his photographs are in this issue.)

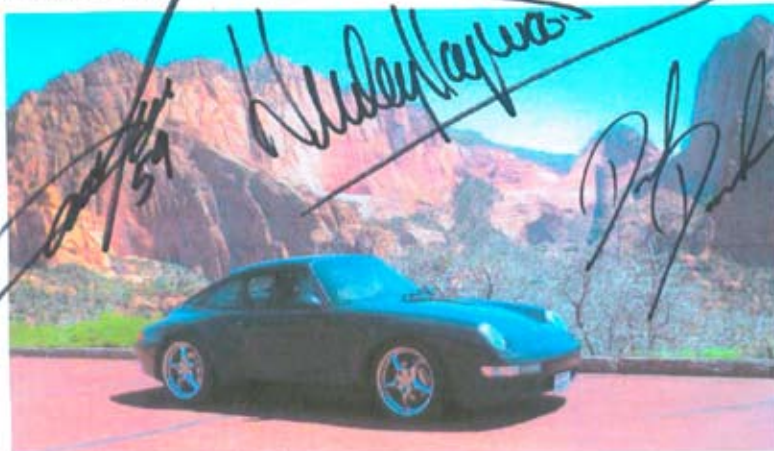
So we have interactions under the auspices of Botho Von Bose's Zone 1 umbrella including the Gladles' Central New York State Region along with participating NCR and NER Regions, which in my mind makes us one big family!

Now back to the Corral events on Saturday June 5, when the perks continued and culminated in the Rolex Six Hours - Sahlens - GrandAm Race.

(1) Botho arranged for the "Spirit of Daytona" Team of Buddy Rice (former Indy 500 Champ) and Spaniard Antonio Garcia, who were driving a Porsche Coyote (see photo), to visit our Corral to forthrightly answer any questions we threw at them, such as which cars does Rice prefer to race? Rice answered, "Just give me a fast car and I'll be competitive." Buddy's persona appeared to be derived from the rough and tumble racing world of NASCAR and INDY, i.e. his favorite racer was Johnny Rutherford of Indy 500 fame, partly because he could excel in a whole range of various types of

Jack's Journey ... from San Diego to Ayer in a C4

Jack Saunders



Photographs of Jack's Journey by Jack Saunders.

PURSUIT OF PORSCHE C-4/993 and ITS SELF-DELIVERY SAGA

How does a routine search for a very specific Porsche model and year turn into a "stranger than fiction" story? Here's how!

A couple of years ago I spread the word (not only in NCR but also in NER) that I wanted to buy a 1995 C-4 993 that could handle the slick winter roads I live on, in the foothills of the Whites and Lake Country of Holderness, NH.

Recently I began getting bites, but the right car failed to surface. Someone suggested that I widen my specs to capture more candidates, which I did when an NER friend, Steve Smith, a professional driving instructor, surfed Craig's List and found a 993 Cab C-4 993 model in Florida, near where my son Larry lives in Ft. Lauderdale.

Larry checked it out and found it to be good looking and in good condition at the very fair price of \$24,600. I was about to buy it when my NER Porsche Technical professional friend, Paul Tosi, strongly urged me to stick to my original '95 993 model choice because its engine and overall mechanical design was better than the 996 which had a reputation for rear seal leaks, etc., a consequence of Porsche going "cheap" on that and subsequent models of that family. I took his advice which paid off when I got an email from Paul Talo (who helped me get hooked on 993 C-4s by feeding me articles from Excellence magazine) saying: "Hey Jack, why don't you check out this ad I found on the Pelican website which fits your specs, with some useful performance goodies thrown into the bargain at what appears to be a very reasonable asking price of \$28,500."

As soon as I read the long list of special

features and clicked on the pictures of this beautiful performance Porsche (with a very body to boot), I was hooked. So I called the owner, Rick Sylvestri, a San Diego PCAR who was also an active performance champion, to discuss the origin and records and to initiate the vital negotiation process.

On the subject of price owners, Rick recalled he purchased this C-4 from an interesting Porsche buff who lived in Henriker, NH. Despite my faulty age-related recall, something clicked regarding Porsches and Henriker -- yeah, I had fun with visits to Steve Robbins' (big when he was NCR's Social Chair a few years back, but the likelihood of such a coincidence occurring was statistically remote. Anyway, I burst out, "It wasn't Steve Robbins, was it?" Shockingly he said "Yes, though it was over 5 years ago I remember dealing with an interesting

June 2010

13 Northlander

Jack was in the pits as a prize for driving all the way from NH ... photograph of David Donahue preparing to drive, and, autographs from David Donahue and Hurley Hayward.

cars and races. My questions as to his approach to conditioning and preparation for a race were consistent with his straightforwardness, namely (a) he didn't believe in a rigid nutritional regimen and ate selectively, but widely; one reason was that he didn't want to freak out if he was forced to deviate from a diet. He did do exercise workouts routinely as you could judge from his appearance. In response to questions on mental preparation for a race he said he walked the track to note any track surface conditions that were problematical, plus he liked to use the new simulators (like I-Racing programs). As for using "mental imaging" techniques detailed in Ross Bentley's series on perfecting racers' performance called "Speed Secrets," he was aware of it, but indicated he didn't use it.

Antonio Garcia, in contrast to the outgoing Rice, was quite the reserved image of a young international driver, with a limited but adequate command of English.

He and Buddy Rice did well in this Rolex by finishing in the top 10. Also Antonio was excited about racing in the 24 Hours of LeMans in France June 12-13.

Another opportunity to meet and chat with the team drivers is the opening of the paddock to fans at large, who line up in front of Team Quarters for autographs (see pic 2). Because of my frequent contacts (at Tech Tactics and Porsche Platz and Corrals) with the Brumos Team, especially Hurley Haywood, David Donahue and Darren Law, I had them sign a proof copy of a photo of my C4 posing in the canyon setting of Zion National Park where I stopped en route to repatriate the car from the San Diego region to its original NCR home.

The next opportunity the Corral offers is for attendees to have the honor of holding the car numbers mounted on a long pole at the race starting grid for both the continental 150 race and the featured Rolex. Well, I rolled in to our Corral a bit late Saturday morning to find an empty tent, except for Botho who "pounced" on me and while decorating my wrist with a red band (authorizing me to enter the grid area) directed me to hurry down to the grid to help out with holding up the car numbers. Well, by the time my slow legs got me to the grid all the spots were covered, so I watched the exciting jockeying for position every driver fights for at every start.

A feature of Botho's Zone 1 Corrals is the door prize and raffle session held well before the start of the Rolex. I didn't win one of the many useful raffle prizes, but as

I mentioned earlier, I won the invaluable prize awarded to the PCA'er who drove the longest distance to the Glen. The winning mileage I reported to Botho was 370 miles starting in Concord, NH but it was actually over 400 miles from my home in Holderness, which is what counts. This qualified me for 2 valuable prizes. The most coveted is the official photographer's Pit Pass and the other is a special Porsche Jacket I'll receive in the mail.

My Pit Pass, afforded unfettered access to famous race teams, like Brumos with Hurley Haywood, now VP since retiring as the world's top long distance race driver (mostly, if not all in Porsches), hot drivers like David Donahue and Darren Law (headed to France for the LeMans Race) and a surprise chance to see Jimmy Johnson (4-time consecutive NASCAR champ) jumping into the Gainsco team's Chevrolet/Riley car and holding his number 2 position despite spirited attacks on this tricky track.

On a less dramatic but practical level, I got to witness a near-record-setting (less than a minute) pit stop including a driver switch carried out by a well-drilled pit crew led by a chief who was clearly in charge.

You have to be alert to what's going on around you in the busy pit row or you could miss important happenings as I almost did. I noticed several photographers gathered around the Gainsco Team Control Center and was wondering why because I didn't notice anything out of the ordinary happening. So I asked one of them between his frequent shots. He responded, "That's Jimmy Johnson up in the control center." The story line is that Johnson was helicoptered in from the Poconos (where he qualified for the NASCAR race) to drive in the Rolex.

After several interesting and exciting hours in pit row, I was picked up by a pretty, young Grand Am intern who gave me a ride back to the Porsche Corral. Here I joined Butch Gladle and Botho Von Bose to witness the last 3-1/2 hours of the 6 hours of the Rolex. We enjoyed watching the closely contested race on our closed-circuit TV in the comfort of our tent, munching on snacks and soda. Being right at Turn 11, which exits onto the long straight by the grandstand and pit row, we can also conveniently see the cars whizzing by on this critical turn. In fact at one point near the end of the race, a car caught fire, which kept moving hoping the fire would die out. Unfortunately it worsened and the driver jumped out just before fire engulfed the whole car. The fire progressed until eventually some

firemen arrived to douse the fire, but not before extensively damaging this \$700,000 car. Though we couldn't see the car from Turn 11, it was close enough to us that we could smell the burning tires and see the clouds of smoke.

Finally the race ended with Scott Pruitt-in a Chip Ganassi team BMW-Riley car -- winning his unprecedented 4th DP Class and overall Rolex championship. And in the GT class, Andy Lamy (who I met at a previous Rolex Corral) gave Porsche a win position on the podium by coming in first in his GT3 cup car.

After helping a little to wrap up the Corral Tent, we wished each other safe rides home and said our farewells until we meet again, hopefully at the August Zone 1 AX at our own Devens course.

However, though the festivities were over, significant events were still in store for me, personally. Back at the Glen Motor Inn while enjoying my last supper, the Brumos team drivers and their families filed into the dining room. As I looked at the group, I was surprised when David Donahue greeted me and stopped to chat with me, remarking that I must be tired after an early start and a long day at the track. It's true I've been interacting with him throughout the day, starting with him signing the photo of my C4 in the morning followed by my eye contacts with him in the pits, but never in my experience did a celebrity-level driver initiate a chat with an ordinary spectator like me. I guess one of the side benefits of staying at the Glen Motor Inn (and/or the Seneca Lodge) frequented by top race drivers and their teams, is the opportunity to interact with them which makes the experience of a racing "aficionado" like me much more exciting and meaningful.

So, in closing, I suggest you participate in one of PCA's most enjoyable events -- the Porsche Corral -- and let yourself in for some of the excitement and learning and of course socializing with PCA'ers, that they afford.



Six Hours At The Glen

Matt Romanowski



*The editors asked Matt what he used on his Nikon for these shots:
"They were with either the 70-200 or a 300 2.8. Sometimes with a 2x
telextender."*



NCR Ice Cream Run ...

June 10, 2010

John Leach



The NH weather may have been damp ... but this does not disturb, nor dampen, the enthusiasm of NCR members. Janet Leach demonstrates our enthusiasm and indulges in an ice cream. What flavor is that? See below. :-) Photographs of the Ice Cream Run by David Churcher.

The date had been set for some time, the driving route planned & run a few times, directions & maps printed, arrangements made with Lago's manager, and my car was washed & waxed to near concours level such that it showed little evidence of its recent ventures at NHMS. The days leading up to this date were seasonable and sunny, but what greeted us this day – RAIN! Arrggghhh.

Well, I had told the Board earlier that the event would go on rain or shine, but I must admit, I was certainly grouching about the weather early in the day. Perhaps it was divine intervention, or just

fortuitous timing, but only the day before I had received my June *Northlander*, and uncharacteristically had read it cover-to-cover in one sitting; with the rain steadily falling, I reflected on a few of the articles that appear in that issue – Ivy's column, Paul Tallo's report on the Make-A-Wish experience at NHMS, and Jack Saunder's saga of driving his long-sought C4 cross country and participating in an NCR AX before he really arrived home. These stories eloquently speak of people taking advantage of opportunities, and finding some measure of joy in less than ideal circumstances. None of us know how long we have here, and these few words

poignantly demonstrate how incredibly fortunate we are to own and drive our Porsches, and to be members of a car club such as NCR – whatever the weather.

So with a change in my perspective, I set out to Porsche of Stratham for a leisurely drive to Lago's Ice Cream. There we met with a few other stalwart NCRers who weren't going to let a few showers rain on their parade: Ivy Leonard, Miriam Dunster, David Churcher, Hank Cowles, Gene Kievit, Jim & Deb Gratton, Mike Gratton, Biff Eaton, Jaime Gratton, and John & Janet Leach. After initial socialization and a couple of preliminary instructions, Harry



Thank goodness for red cars on a rainy day. Photographers love it.

Robinson sent us on our way with his good-natured advisory that he had heard Lago's was preparing a flavor just for us – "three olive vanilla". With smiles on our faces, we headed out into the onslaught of traffic; in contrast to previous years, the route from POS would go south on Rt. 108 for a brief passage through Stratham, Exeter, North Hampton, and into Rye for our intermediate stop at Wallis Sands State Beach. There we had the park all to ourselves, but for some reason, Ivy elected not to venture onto the sand. Several topics of conversation, and an appreciation of the ocean scenery ensued, but there was an unseasonable nip in the air so we soon continued through Rye and Portsmouth back roads to our intended destination.

It is perhaps a testament to the "hardiness" of New Englanders, or merely a reflection of the statistic that we consume more ice cream per capita than does any other national region, that the parking lot at Lago's was not empty upon our arrival, despite the continued drizzle. I won't attempt to catalog the selections chosen by the NCR participants, but suffice it to say that they were all well received. Janet & I each had what is probably the longest-named (and possibly the most ingredient intense) option there: "Scotty Lago's Bronze Medal Run" in commemoration of Scotty's recent Olympic performance in snowboarding; if caramel ice cream with toasted coconut, chopped walnuts, (large) chocolate chips, and graham

cracker crumbs sounds intriguing to you, it's definitely worth a try.

Officially, the event ended at Lago's, and indeed, some departed from there, but as it was announced in the original notice, the remaining group traveled a little further north on Rt. 1 to the local 99 Restaurant for more substantial sustenance. More socialization, jovial conversation, and camaraderie took place there, but after dinner, not a single person ordered dessert – go figure!

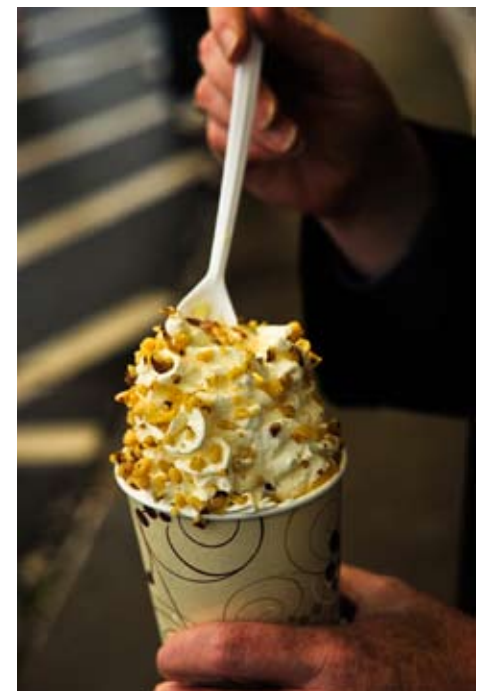
In past years, the Ice Cream Run has been a single event on the calendar. Please look at the NCR website and *Northlander* for additional dates and locations for more 2010 Ice Cream Runs in the works. They are great non-competitive events in which to enjoy your Porsche, scenic by-ways, and the fellowship of North Country Region.



Porche? Another car club? A garden club?? Not us. We do not sit on a porche. Do we?



Who would dare to do a large before dinner?



Yum! And who is eating this delight?

Haiti Update

John Dunkle



Photographs from Haiti by John Dunkle

If you are reading this as a member of the Porsche Club of America – North Country Region, then this article is an update on your projects, your programs, and most importantly, your foster children and orphans in Haiti. But first, let me dispel a common misconception: in six years of traveling to Haiti, I've never seen a single Porsche, so this story really is about the people, not just the cars.

To provide a backdrop on the social-economic conditions that afflict the entire population of Haiti, allow me a minute to share some facts. The literacy rate is about 50%, which is not surprising; given that about only 50% of the children in Haiti attend school through grade 5. And then, only a small minority actually finish any formalized schooling. Schools are expensive, and coupled with an unemployment rate exceeding 90%, with an average income of less than \$2 a day (if they are employed) – Haiti is a conundrum in and of itself: raging poverty juxtaposed against incredible cost of living expenses.

For example, one gallon of gasoline costs over \$10 US; a 125 pound bag of rice costs nearly \$200 US and to send one child to school costs over \$25 per month (plus uniforms, books and expenses).

Haiti represents the greatest challenge for change, and at the same time, the greatest potential rewards in human terms at meeting those same challenges. What many might consider one small, insignificant program can have a ripple effect to thousands in need.

And that is exactly why NCR can be so proud. As a region, you have made a huge, lasting impact "on the ground" to hundreds & thousands of children in Haiti. All should be particularly proud of that, as you donated the means by which we have accomplished so very much, it may shock you. As well, we are not a syndicated non-profit, nor affiliated with one. We are not a church or missionary and again, not affiliated with one.

Simply, Project Rennwish is just you,

my wife, supporters from throughout the world and myself – in partnership with the people and children in Haiti. Our "offices" are in the orphanages we have finished, schools we have built and dedicated, foster children and families we support, the food we have purchased and distributed, the books, uniforms and education we subsidize, and more. In short, Project Rennwish isn't about "me" it's about "you". There is no paid staff, no "official corporate offices", no advertising campaigns, no TV spots, no famous celebrities. Well, you get the idea. Rather, every dollar donated goes directly to the programs Rennwish sponsors, builds and completes. It really is that simple.

And for that, here is a small sampling of what you have accomplished:

The Orphanage for Pastor Andre

What started as a tin roof shack at the top of a mountain in the southern area of Haiti housing 47 Haitian orphans has been one of our primary projects and

the culmination of a life-long dream for a wonderful Haitian man – Pastor Andre. When we first became involved, many years ago – these children lived in abject poverty, but at the same time, were far better off than living and dying on the street. One of the photos shows Shasha outside that shack. No water, no electricity, no sanitary latrines and food was cooked over an open-pit fire.

Fast forward today. Today, on a different mountain top, stands an 80-bed orphanage. However, your orphanage is slightly different. We don't just "house, feed and school" the children, rather, each child has "chores", responsibilities and assigned "tasks" beyond their school life. So, we have a garden for fresh fruits and vegetables which the children are responsible for – learning how to grow crops, plant and even compost (a very different idea in Haiti!). The children are also accountable for cleaning duties, helping prepare food, picking up the grounds, etc. And yes, we have a well for fresh water – sharing that with the rest of the community who, beforehand, had no potable water source.

It has been our intent to teach the children to become productive members of their own community (the orphanage) which will continue later into life.

The Village School – Pastor Vilnor and Les Charpentier, Cayes

Several years ago, while visiting Haiti to discuss another project that Project Rennwish had recently undertaken, I had the chance to meet with a local pastor from a small village. Pastor Vilnor is a young man, proud of his accomplishments - who has done more with "nothing" than one could ever imagine and comprehend - especially those of us fortunate enough to live outside Haiti - and that village. Pastor Vilnor asks for nothing, he has little insofar as material possessions and yet, he is the center of that village's world. In fact - he tried to run and operate a "school" in that village. He had just over two hundred students with local "teachers" - and their "school house" was his church - one very large room with a tin roof - where the pews are pressed into service as "desks" and teachers of all six grades compete to be heard over the din of other grades being taught a few inches away. Inside, on a warm Caribbean day with the sun beating down on the tin roof - you can well imagine the overwhelming heat and stagnant air permeating that one large room.

In fact - over the past two years, the local villagers built "their" school, we did not.

We simply supplied the "glue" to bond the community together in this goal. They are the ones who succeeded and surpassed that goal. If you look at the pictures - you will see children, village elders, groups of women and children "building their school". They gave freely of all they had - time, labor, pressing fruit juice and baking bread for their neighbors as they toiled to "build their dream – their school". You can also witness older women and men alike digging the foundation, carrying 70-pound concrete blocks and mixing/pouring concrete by hand - again, simply to reach a common goal.

And today, thanks in part to NCR – we put the final coat of paint on that same school – which, next semester, will open its doors to over three hundred students – including many who could never attend school otherwise as you, NCR and a few other supporters have assisted not only in completing the school – but helping young children who could not afford to attend school otherwise. And yes, it even has electricity, a flushing toilet – and in the near future, an Internet Lab I am determined to complete so that the children can communicate and see beyond the borders of their village and Haiti.

Bamachan

There is a village in southern Haiti named "Bamachan." You won't find it on any map, or even in Google. Rather, this small village is about 10 miles, by road, north of Les Cayes. It is tucked into the mountains with much of the road being passable only on foot, 4-wheel drive vehicle or by mule.

Today, Bamachan has about 1,700 residents who exist in abject poverty – even by Haiti standards. There is no school; there is no clinic; no electricity; no water; no outside or indoor bathrooms; no doctors; no work; no money, and no food. The unemployment rate of this village is over 98%, and for those few residents who do work doing odd jobs, their income is less per day than most people make in a few minutes of work in other countries. The children of this village do not go to school and do menial tasks or play and meander throughout the day.

In 2003, the spring-fed well that served this village ran dry, and upon refilling in 2006 - the water has remained putrid and it is not used for any purpose. Rather, the children and women of Bamachan walk about a mile each way to fill their buckets from another well for washing, cooking and drinking. The small market where they purchase or barter for the little

food they have is more than an eight-mile walk in each direction, which is open on Wednesdays and Saturdays.

On Sunday, February 14th 2010, post earthquake - Project Rennwish acquired and delivered over 1,800 pounds of food, medicine and basic staples to this village, and as it hardly made a dent on the incredible need, returned once again to deliver another 1,200 pounds of food and medicine.

Members of NCR, you should be proud that you were a part of that food and medical distribution - and from that village to you? Mesi Anpil (Thank you so very much).

As an aside, we also acquired 50 rolls of toilet paper. The sad truth is that all the children thought the rolls of toilet paper were "toys" to unwrap until they got to the center cardboard core (which they thought was the "present"), as they had never seen a roll of toilet paper. We had to do a little explaining what toilet paper is used for - for in Bamachan, the children have never seen or used a simple roll of it.

As of today - you, alongside Project Rennwish, continue to support Bamachan, and in fact, our first project has already been completed. We have re-dug their well and replaced their pump.

So, those are just three of your accomplishments. There are many more, such as the foster families and children, the young men and women we support by enrolling them in college, the technical training facility we built for 1,700 Haitians to "learn a trade."

None of these successes are to my credit certainly. Rather they are to the credit of NCR, its members along with the Rennwish supporters from around the world. All of you have done so much, and yet, still so much more to do. So, we'll just "get it done."

As for me? I am proud to be a part of this special region. Your friendship, your concern, your support speaks volumes. For that, I am honored to be your voice, your eyes and your ombudsman to thousands of children in a razed and poverty-stricken country called Haiti.

All of you have made a difference which is difficult to understand or even comprehend. So, allow me to use an example of a recent event.

In March, I was requested to escort a father and one of his teenage children throughout Haiti for several days. They

are very "well to do" and had been to Uganda, India, South America, Africa and other depressed areas of the world, so they decided they wanted to do something in Haiti. And, they thought they were mentally and emotionally prepared for all Haiti might challenge in heart and mind.

Two days into that trip – sunburned, bruised and sore from work and helping deliver food and medicine to villages, orphans and our foster families, they smiled with the satisfaction that they made a tremendous difference to so many. And they did. They thought – "Haiti isn't so bad". But for the next events.

That evening, riding through downtown back from a village, some of "my boys" who live on the streets of Cayes saw our truck approaching and you could hear "Hey John!", "John", "Blanc John!" – yelled about. My "street boys" know me – I care for them as best we can with food, medical attention – well, you know. I've lost a few along the way, buried some others - but there are about twenty or thirty of "my boys" homeless about Cayes. They are what the locals call "urchins" but I call them "my boys." Anyway – I pulled over the truck and told them to meet me in 2 hours at Gilee (a local beach with some folks who cook). At the same time – my sunburned and weary travelers looked at me quizzically.

That evening, at Gilee, while the companions finished their meal, I gathered their scrapes from their plates and ordered more dinners for "guests who hadn't arrived." They again – looked at me like I had two heads – as they had no idea what was going on. But they found out soon enough.

In a few minutes, all "my boys" arrived – maybe twenty or so. And I made them sit. And we fed them. All of them. And then we "took them home" to unimaginable places that no one should ever be subjected to inhabit.

The family I was escorting looked on, tears running down their faces. Speechless. Awestruck. Humbled. Thrilled. Sad. Emotionally spent and tears that ran dry for too many.

That's Haiti.

And that's exactly why NCR should be proud.

"Mesi Anpil" from all of the thousands that you have helped in Haiti.





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They were just thrilled to get their own crayons... Some of our kids in Pastor Vilnor's school. Pastor Vilnor will tell you this is "our" school, but no - it is "their school".

A young man at Gilee five years ago playing on the beach with the toy he fabricated by himself. We are pleased to tell you that today, this young man has a job washing cars for \$1.00 at the same beach. As he is autistic, he needed some help along the way to survive. Again - he is "one of your boys."

Page 23:

Shasha outside the previous orphanage. Since then, we have built the new orphanage and Shasha is in our foster program - and she is simply a wonderful young woman.

Shasha and Shino (one of my dear friends in Haiti) on November 22, 2006. In February 2007 a few months after this picture, Shino passed away. He didn't feel well. He walked into a "clinic" in Cayes - there was no doctor at that clinic. There was no nurse. He died on the floor in the waiting room moments later.

Page 24:

More moving photographs of children. One has a caption attached which our editors first thought not to include ... but it needs to be included because of its important content.

John has provided more photographs and we would like to present them ... we will have a future Haiti update and more of these poignant photographs.





If you look at this young man - his face speaks volumes. But - here is the real story...

He has no mother (or father, as is typical). He has what I'll call a "handler". A handler sends kids out to sell stuff so that the "handler" has money to eat (and in this case - drink local rum). The child gets nothing. If they don't sell the shell (or whatever), they are beaten. If they get money from selling and don't give it all to the "handler" - they are beaten. Well, mostly - these kids are beaten.

So - this is one of "my boys" (see the article). I feed him. We confronted the handler - and now he won't come near me - and he won't touch the kid thinking I'll come around (which I do).

But - at the time of this picture, I made this child lift his shirt. He had cigarette burns and open lash marks on his back and belly.

NCR Autocross #2

June 12, 2010

Joe Kraetsch



Photograph by Biff Eaton Gratton

NCR Autocross #2 Trophy Winners

				AM	PM	Total	PAX
Novice	1	Jason Morgan	2003 Boxster	96.591	94.876	191.467	157.002
	2	Reid Van Gorder	1990 964	92.790	98.445	191.235	160.637
	3	Michael Bickford	2010 GT3	97.015	96.183	193.198	160.740
	4	Nora Seymour	2007 Cayman	98.617	98.450	197.067	161.594
	5	David Batal	1999 Boxster	89.420	92.209	181.629	162.921
Strict Stock	1	Christopher Fahy	1999 911	92.018	90.371	182.389	150.653
	2	Bill Seymour	2007 Cayman	91.283	93.180	184.463	151.259
	3	Ronald Orr	2005 997S	99.522	98.630	198.152	164.862
	4	Anne Procyk	2003 Boxster	103.355	97.837	201.192	164.977
	5	Jack A. Saunders	1995 993	120.686	125.558	246.244	201.920
Production 2	1	Lisa Roche	1988 924S	85.758	92.823	178.581	148.043
	2	Joe Kraetsch	1988 924S	88.366	91.845	180.211	149.394
	3	David Case	1987 944	95.108	91.894	187.002	155.024
Production 3	1	Mark Schnoerr	1974 914	82.943	91.638	174.581	146.648
Production 4	1	Georges Rouhart	1993 968	92.929	88.651	181.580	152.527
	2	Neil Halbert	1990 944S2	94.283	91.887	186.170	156.382
Production 6	1	Chris Ryan	1976 911S	89.357	93.458	182.815	153.564
	2	Robert Canter	1984 Carrera	88.157	94.719	182.876	153.615
	3	Jeff Johnson	1987 911 Carrera	91.346	94.368	185.714	155.999
Production 7	1	Jeremy Mazzaniello	2007 Cayman	88.004	83.428	171.432	145.202
	2	Oliver Lucier	1998 Boxster	83.962	88.657	172.619	146.208
	3	Chris Jacques	2001 Boxster	91.583	88.441	180.024	152.480
Production 8	1	Paul Atkin	2006 997 C2	86.946	88.490	175.436	149.822
Production 9	1	Jake Moreau	2007 911 C2S	84.812	83.233	168.045	144.518
Improved	1	Charles Stromeyer	1997 993 turbo	82.474	86.592	169.066	147.256
	2	Stephen Lefebvre	2007 997 C2S	80.196	93.695	173.891	150.763
Modified	1	Ron Mann	1970 911	81.998	86.930	168.928	151.528
	2	Kenny Conway	1999 Boxster	89.333	85.615	174.948	156.928



Porsche V8 at Six Hours At The Glen ... note the PCA and Panorama stickers. Photograph by Matt Romanowski.



Porsche at Le Mans 24 H 2010



Porsche celebrates 98th class win in Le Mans. Text and photographs from Porsche Press.

911 GT3 RSR, Team Felbermayr-Proton: Wolf Henzler, Marc Lieb, Richard Lietz (77) - Horst Felbermayr Jr., Miro Konopka, Horst Felbermayr Sr. (88)

Stuttgart. The success story of the Porsche 911 GT3 RSR continues: After winning the 24 hour race in Dubai and holding the championship lead of the Le Mans Series and the American Le Mans Series, the most successful GT racer of 2009 has now won the GT2 class of the Le Mans 24 hour race. This victory at the 78th running of the 24 hour race in Le Mans marks the 98th success for Porsche at the prestigious long distance classic. For the ninth time, a race car based on the street legal 911 GT3 prevailed over its rivals. Positions three, five, seven and eight also went to drivers of the 450 hp Porsche. Moreover, the winning 911 also clinched the environmental "Michelin Green X Challenge" award as the GT car with the best efficiency.

The basis of Porsche's success was this year again the reliability of the 911 GT3 RSR. Refuelling, new tyres, driver changes – the mechanics of the winning German Felbermayr-Proton had nothing more to do from start to finish. With consistent lap times, works drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany) held a two-lap advantage over the second-placed Ferrari. "Pivotal for victory was that we had no technical problems and spent the least amount of time in the pits. This win was a team effort," said Marc Lieb, who celebrated his third Porsche GT2 win in Le Mans after 2005 and 2006. Richard Lietz took home the coveted winners' trophy for the second time after 2007.

Porsche's success is all the more remarkable due to the fact that the 78th edition of the 24 hour race was one of the toughest in the history of the classic. The GT3 class in particular was excellently supported and fiercely contested with seven manufacturers and 18 race vehicles. With this victory, Porsche relegated its strong opponents Ferrari, BMW, Chevrolet Corvette, Jaguar and Spyker to spots further down the field.

Celebrations were also in full swing in the Porsche camp with the overall victory of Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France), who manned the cockpit of an Audi R15 TDI with the former Porsche Junior and ex-Porsche works driver Mike Rockenfeller

(Germany). At the flag, they held a one-lap advantage over the second-placed Audi.

Hartmut Kristen, Head of Porsche Motorsport, commented: "We experienced an incredibly exciting race this weekend, especially in the GT2 class. I'm delighted that the Felbermayr-Proton squad won both the GT2 class as well as the "Michelin Green X Challenge". This shows that we're on the right path with our philosophy of Porsche Intelligent Performance. I'm also thrilled with the results of the other Porsche customer teams. They put up a great fight and earned their good positions. I'm proud as well of the three drivers in the winning Audi. Congratulations to them and the entire Audi team."

Porsche Junior Marco Holzer (Germany) and his teammates in the BMS Scuderia Italia team, Richard Westbrook (Great Britain) and Timo Scheider (Germany), were also over the moon with their third in class. All three drivers contested the Le Mans 24 Hours for the first time. For the double DTM champion Scheider, this was his first outing with a Porsche 911 GT3 RSR. "For us, it's a dream come true," said 21-year-old Holzer. "Le Mans is the most important long distance race in the world – and we climbed the podium at our debut. That's sensational."

The crew of the French IMSA Performance Matmut team had mixed feelings about their fifth position. Works drivers Patrick Pilet (France) and Patrick Long (USA) with teammate Raymond Narac (France) had kept up with the winning Porsche trio until the morning hours only to be held up by a clutch problem. "Today is a great day for Porsche and I'm pleased about that," said Pilet. "But of course we're a little disappointed not to celebrate a podium result at our home race."

Elation amongst the driver squads of both 911 GT3 RSR that finished seventh and eighth as well: Both 911 were manned by gentlemen drivers. Finishing seventh were Dutchmen Paul van Splunteren and Niek Hommerson as well as Belgian Louis Machiels for the ProSpeed Competition team, followed by the second Felbermayr 911 with drivers Horst Felbermayr Senior and Junior (both Austria) and Slovakia's Miroslav Konopka in eighth.

Only one of the six 911 GT3 RSR to contest the race didn't manage to reach the flag: The 911 of the American Flying Lizard Motorsport squad with drivers Darren Law, Seth Neiman (both USA) and works driver Joerg Bergmeister (Germany) retired after an accident.

Result of the 24 hour race GT2 class:

1. Lieb/Lietz/Henzler (D/A/D), Porsche 911 GT3 RSR, 338 laps
2. Farnbacher/Simonsen/Keen (D/AUS/USA), Ferrari F430 GT, 336
3. Holzer/Westbrook/Scheider (D/GB/D), Porsche 911 GT3 RSR, 327
4. Alesi/Fisichella/Milander (F/I/FIN), Ferrari F430 GT, 323
5. Pilet/Long/Narac (F/USA/F), Porsche 911 GT3 RSR, 321
6. J.Müller/Farfus/Alzen (D/BR/D), BMW M3 GT2, 320
7. Van Splunteren/Hommerson/Machiels (NL/NL/BE), Porsche 911 GT3 RSR, 317
8. Felbermayr Sen./Felbermayr Jun./Konopka (A/A/SK), Porsche 911 GT3 RSR, 304

Facts and figures:

This is the Le Mans 24 hour race

The 55-strong grid line-up for the Le Mans 24 Hours is made up of two different sports car categories: Sports prototypes and modified standard sports cars. The technical regulations of the long distance classic are the basis for the European Le Mans Series (LMS) and the American Le Mans Series (ALMS). All race cars take off at the same time in Le Mans. There is an overall classification and classifications for each class.

The four classes in Le Mans:

LMP1 class: Sports prototypes with up to 700 hp and a minimum weight of 900 kilograms. Power to weight ratio: ca. 1.3 kg/hp.

LMP2 class: Sports prototypes with around 440 hp (with normally aspirated engines) and an 825 kilogram minimum weight. Power to weight ratio: ca. 1.8 kg/hp.

GT1 class: Heavily modified standard sports car with up to 650 hp and a minimum weight of 1,125 – 1,325 kilograms.

GT2 class: Slightly modified standard sports cars with 450 to 460 hp and a minimum weight of 1,145 – 1,345 kilograms. The Porsche 911 GT3 RSR competes in this class.



More Porsche at Le Mans photographs on pages 30 and 31





Editor

...continued from page 7

The following week I was to be housebound, grounded, and Helmi was off to Maine and her internship. What to do? Not to worry. Porsche People to the rescue. I knew Judy had a similar operation a year or so back so I called her for sympathy and inputs and advice. After some sympathy and advice Judy then announced to me what the "battle plan" would be. Judy and I have been friends for several years and she knows I have never, ever, anywhere, had military training. None. So I have some problems taking orders :-). ... but Judy knows how to make a plan and see it through. Tuesday she would come down, deliver me to my follow up with the surgeon, then take me back to her place for a few days so she could keep an eye on me (pun) and see that I followed instructions. So I had a few days of wonderful meals, good conversations, and I consider Judy's place is really the Hendrickson Hilton. The instructions I received from the surgeon included keeping my face parallel to the floor, and sleeping face down, for a few days. It is not easy to spend several hours with your face on your arms staring at the table top. Judy solved that one ... she went off and bought a hemorrhoids cushion for me. With my face planted in a hemorrhoids cushion I was comfortable and able to snooze.

Our PCA colleague Tom Bobbitt also had a torn retina a year or so ago. Judy emailed Tom to get his perspective and inputs. Tom, like me, was not quickly aware of what was going on and he also had a few days between the onset and the surgery. Tom's reply indicated slow recovery and two weeks of face parallel to the floor for 23 hours a day. Oh, dear. Oh, doo doo. I was beginning to feel I was "luckier" than Tom had been. That was until the surgeon looked in on the repairs and said nothing. Uh, oh. Then he said: "Sorry, David. Back in to surgery tomorrow morning." It started all over again.

Meanwhile, back at the *Northlander's* Maine office the columns were arriving and Tracey was in to editing and doing what we call "plunking" ... that is a high tech name for making the layout. At the same time she had two other editorial obligations (the dogs and the stamps) and a job. The lesson here is: if you need something done then give it to a busy person....Tracey was busy and *Northlander* was done. What a team. Now we only had to get it back to me for a final check on our fonts and to pass the PDFs to Ivy, our printer. But time was short. How

to do this file transfer? Ah ... we would upload to the printer's website, download to me, modify and make the PDFs, and FTP back up to the printer. Bingo. *Northlander* made it to the website on time, and a little late but not too bad, to the printer.

Meanwhile, other plans were not working out for me. The plan to go to The Glen for the Six Hours race with Jack Saunders had to be abandoned. Jack was able to find a companion for the trip and agreed to write the story for this issue of *Northlander*. And he also "won" a prize from PCA for being the long distance visitor ... a pass to the hot pits. So Jack will have a story for us. And, as I write, I believe Matt and Jay have the photographs for the article. Oh, I regret not being there but, oh, my colleagues will have done a great job and given *Northlander* some diversity too. :-)

This story does have a couple of points, and some humor, as I proposed at the beginning. The points I want to make are: regardless of your up-bringing do be an alarmist when something goes wonky in your eye. Don't be like Tom and me. Don't walk ... **run** ... to your ophthalmologist. And I hope you meet people like Dr. Hobbs, Dr. Szmyd, and Dr. Ryan. I hope you have a daughter like I have and a neighbor like Martha who drove me around and provided so much excellent conversation too. And Porsche people ... like Judy and Tracey, and Tom ... if you are reading this column then you do have such people in your life. It's not just the cars. But you know that.

Humor? Yes. In the 40 plus years I have been a photographer I have been a left eye shooter. That was no issue until the digital age. Once I went digital I found my nose was always pressed against the preview screen and that left prints like a dog makes on the inside of a car window. Now Dr. Ryan has worked on me I am a right eye shooter. My nose rests on the left side of the Nikon. No more nose prints.

Life is good.

DE

...continued from page 11

scheduled in Canada at Calabogie and Mt. Tremblant.

As always, if you are an instructor, please register early so we can finalize registrations for all the green and yellow drivers. This applies to all regions and all events. As of June 1st, registration for the NHMS events in August and October are open for all run groups. Please register at motorsportreg.com.

That's it for now. As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

Stay safe and I'll see you at the track!



Jay & Matt's Most Excellent Rambly... May 16, 2010

Grammie Gratton



Photograph of Grammie and Deb Gratton by David Churcher

As promised in Northlander's June issue ... here is Grammie Gratton's story on the rally ...

It was a very beautiful day – and the route for the Rambly was just great, good choice guys. There was a lot of seashore and a lot of the Merrimack River and I was in good company. This was the first time I've navigated for someone other than my family. Miriam Dunster was fun, she is a super driver and she taught me a lot about rallying, especially picture rallying – you need to look at the background of the pictures (hope that wasn't a secret).

We were very excited every time we found the "picture" we were looking for and

a lot of laughs, we did a lot of turning around when we thought we missed something, but that was the fun of it, and its supposed to be fun.

We got caught in a "run for something" where all traffic was held up and as we looked behind us we had two Porsche followers – both of whom happened to be my sons. One had the presence of mind to call a policeman over to find out how we could get out of there, only to find out we weren't supposed to be there in the first place. We had all made a wrong turn, probably on one of those roads that didn't have a sign (sorry Jay & Matt). I knew it was our fault, we should have taken our mileage and it was kind of hard to do when you keep turning around.

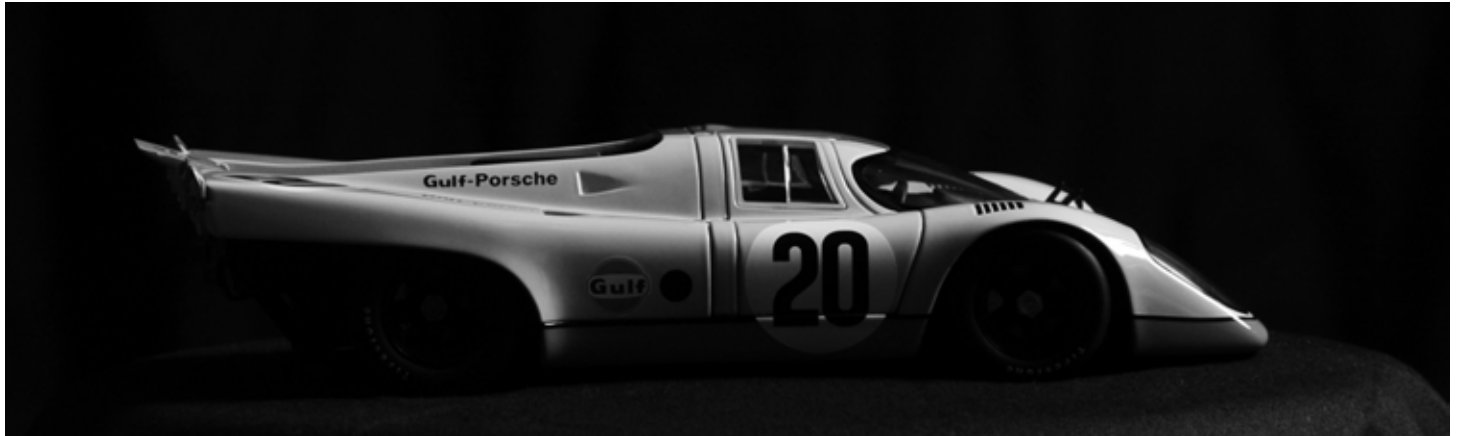
Anyway, it was a blast, actually we didn't win outright, we tied with my son Mike and his wife Biff. But we won the tie breaker and they didn't want to write the article anyway. Miriam got a real neat bucket of car cleaning supplies for the prize. I was glad for her and her new Mini Cooper.

My other son and his wife, Jim and Deb Gratton came in with only one wrong, but they were late and got disqualified. By this time Miriam and I were enjoying a leisurely drink and devouring a delicious lobster roll. It was a great day and I had a lot of fun. Thanks Miriam.

- Barbara "Grammie" Gratton

In a Small Studio

David Churcher



During a recent rainy day I was, again, admiring the work of photographer Jeff Swart and pondered if I should splurge and build a studio like his so I could do similar photographs. The cost of adding to my studio is prohibitive but, perhaps, with some messing about with the existing strobes I could get close.

But what would I do about getting a suitable Porsche for the shoot? I do have a 917 which I bought in France in 2000 and I do have the two GT1 Porsches bought in Germany in 2001. I simply went to my shelf and rolled those scale models in to the studio ... and imitated Jeff Swart.



Attention all North Country PCA Members!

Are you looking for a non-competitive event in which to enjoy your Porsche, the fellowship of kindred individuals, good food, and nice scenery?

Did you enjoy your participation (or wish you had participated) in NCR's last progressive dinner held a few years back, and wonder when we'd do it again?

Well, we're planning to do it again, but this time there's a twist . . . Mark your calendars for

Progressive Meal Day and Tour Sunday, August 1, 2010

Start with **breakfast** at 8:00am at the home of your Social Chairperson, John & Janet Leach, then we'll head off on a drive through some back roads to **Jewell Towne Vineyards** for a tour & tasting exclusively for NCR at 10:00am. Next, we'll travel through some country-side venues probably not seen too often even by NCR "locals" to arrive at a **lunch/snack** stop on the UNH campus in Durham. From here, you'll have your choice of your own agenda or a pre-planned back roads route to the home of *Northlander* Editor, David Churcher, for **dinner** at 6:00pm.

This will be a great opportunity to reinforce the attitude that NCR is the "Friendly Region", socialize with long-standing members and new alike, and partake of some of the wonderful features of the seacoast area. It will definitely be low-key -- no typical Rally questions to answer or difficult directions to follow. The routes are planned as "follow-the-leader" similar to our ice cream runs, and maps & directions will be provided to participants, so you shouldn't get lost.

Join us for **breakfast & dinner** for the lowly sum of **\$15 per person** -- the lunch stop will be on your own to choose from the menu.

This event is open to **ALL** of NCR's membership, but in order to prepare, we need you to **REGISTER no later than Tuesday, July 27, 2010**, by sending the number participating and a check made payable to "NCR-PCA" to:

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Rainer Cooney - Jerry Dascoli

Looking Back

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Instructor for DE). Both were successful, but for Jim, as he sometimes relates the tale himself, it was an embarrassing start. Due to schedule constraints one of Jim's evaluation runs was his first run of the day AND year. As reported by Abe: "Most of us need at least the first session to get the feel of the car and track. As we complete the first lap, Jim smoothly negotiates Big Bend and skillfully hits the exit apex. The exit is quite wet and slippery on cold, old track tires – you know the rest. Only a true Yankee knows how to rock his car back and forth to get out of snow or in this case mud." Other items in this issue were articles about a Porsche factory tour [not to be missed if you ever have the chance – just be sure to make a reservation (through your Porsche dealer) early], the Summer Ramble to Vermont (Quechee) and a reprinted article on Metal Polishing.

While the following article is dated as to prices, the principles are still true. From July-August 1990:

A funny thing happened on the way to the concours or,

PORSCHE BRAKES DON'T LAST 20 YEARS!

By Doug Hendrickson

This article is meant to provide some tech tips regarding the air-cooled fraternity whose cars are getting along in years.

Judy and I had intended to spend the week of 13-18 May preparing our '71 914-6 for the Zone 1 Concours the next weekend. It didn't work out that way! In spite of having kept it in a state of 90% Concours-ready cleanliness since 1978, and numerous brake fluid changes (for track events); in a period of 12 months, starting with the summer of '89, every blessed component in the brake system crapped out! This time it was a rear caliper.

The most common, and insidious, failure mode of ATE brake calipers is the age hardening of the piston seals. This does not normally cause leaks, but results in the pistons (and therefore the brake pads) not returning to "rest" after the

brakes are released. The resilience in the aforementioned seals is the only mechanical force that retracts the pistons when the fluid pressure is removed. The first indication of seal hardening is the over-abundance of brake dust accumulating on the wheel(s) with the affected caliper(s). An indication of how bad it is can be made by placing your hand near the dirty rim's center after driving, and comparing the radiant heat output to the other wheels. Some relief (usually only temporary) can be obtained by using a piston retraction tool to exercise the seals a few times.

Porsche dealers will tell you "we don't do calipers" and will try to sell you new or reconditioned replacements. The numerous independent shops can do the job for a fraction of the price of replacements. Unless you have access to a shop with 100+ PSI compressed air and a big vise, etc., don't try rebuilding them yourself! Do make sure, in advance, that your mechanic has the rebuild kits for your particular calipers. Example: I really lucked out by finding a shop that had the rare (read expensive) 914-6 rear brake kits. (By the way, the factory manual says the rear 914 calipers cannot be rebuilt, as the mechanical adjusters for the parking brake portion of the caliper will be destroyed in the process. Not normally true!) Rebuild kits run from \$6 to \$10 each (except 914-6 rear kits are \$43!).

The next items I found to have failed were the plastic bushings in the pedal assembly. Why? Because the master cylinder had leaked onto them, causing the bushings to swell up, making the clutch and brake pedals very stiff to operate (and slow to return). Rebuilding with factory (plastic) or after-market (bronze) bushings is relatively inexpensive. (I let the shop do mine.) Plastic bushing sets are \$10.

Of course, now you realize I had to replace the master cylinder, too! They can be rebuilt, but at a new replacement cost of around \$100, it's probably a toss. The master cylinder removal, and particularly the replacement task, was the hardest part of the job. The lines from the fluid reservoir have to have their flared ends forced through two rubber "donuts" to make the connections. I spent eight hours on my back and after straining many hand, arm, and shoulder muscles, I finally got them seated! (By now, we should have been on the road to the Concors in New York!) Here are a few helpful hints:

1. Unless you are very close to the shop that will do the work, DO NOT drive or

flat-tow the car with a dragging brake! Besides the obvious safety aspects, you may heat the brake rotor to the point of warping!

2. If you choose to pull the components off the car (which I did), go to a good auto parts supply store and purchase a set of metric line wrenches before you start (e.g. S-K set #373, \$20). They look like a six-point box end wrench with a slot cut out to pass over the brake line. If you use open-end wrenches, you are bound to round off a coupling nut and have to wait for a new brake line.

3. Purchase at least 24 ounces of DOT 3 or 4 brake fluid to be used in bleeding the brakes when you are through. NOTE: If you've ever considered going over to DOT 5 (silicone) brake fluid AND you are doing ALL the calipers AND the master cylinder at the same time, this would be the best time to flush out the old fluid and change over.

4. Plan on a shop spending a minimum of

two days to rebuild your calipers (add a week if they have to order the kits). Labor is around two hours per caliper. Allow yourself a day to remove the components and a couple of days to clean up, paint, and reinstall the rebuilt components. Add another week waiting for brake lines if you didn't use the right wrenches!

5. Shop around if you want to mail order any of the kits or components. HINT: Challenge your local shop to meet the mail order prices (I saved \$85 that way)!

6. Don't try to be a "Cheap Charlie"; if one caliper is dragging, go ahead and rebuild at least its mate on the same axle, if not all of them. I had one front brake go bad last year, and one rear 10 months later!

7. 914 rear calipers have to have the venting clearance (.2mm) reset via the parking brake adjusters (4mm Allen wrench). After a caliper rebuild, don't panic if you have to turn the adjusters over 20 revolutions before anything happens.

continued on page 39 ...

7th Annual Northeast Exotic Car Show

Date: Saturday August 21st, 2010

Time: Show Cars - 8:30 a.m. - 10:00 a.m. / Public 10:00 a.m.

Rain Date: Sunday August 22nd, 2010

Location: Anheuser-Busch Brewery in Merrimack, NH

Information: <http://www.northeastexotic.com/>

This year's show is an official club event for all of the following car clubs: Ferrari, Viper, Lamborghini, Porsche, Lotus, BMW, and TVR. A donation of \$20 is requested from all show cars during registration. This donation will be made to NH Make-a-Wish, and they will have a booth at the show if you should choose to make a larger donation. "Goodie bags" will be handed out to all show car drivers. Last year our sponsors loaded up the goodie bags with more than \$20 worth of detailing supplies.

This year's show will be a judged event with trophies awarded to 1st and 2nd place winners in each class.

Please check out the website for details about the day. If you have any questions related to showing a car, trailering a vehicle, etc. contact Show Chair and Inter-Club ambassador Jeff Torrey at jefftorrey@comcast.net.



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President

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I guess we have to treat our cars like we want them to treat us. Sometimes that works and sometimes it does not. I thought I treated *TURBOMA* well, polished and waxed, special treatment yet she did not reciprocate, got all hot under the collar just because I stepped on her throttle coming out of 3 at NHMS and she left me stranded at the top of the hill. The embarrassment of a ride back on a tow truck softened her attitude a bit, and she is recovering thanks to the help of some of my special club friends who counseled her with a wrench and screwdriver. Electrical issues, like broken neurological synapses!

So next time you see someone, staring, lusting, loving their car, don't give them a dirty look. Understand where they are coming from...well, most of them.

When it is time for your next "car" purchase go with the one that stood out, the one that made your heart go pitter patter, the one you stared at for hours, the one you said...I just love that car. When

you name it think about what that car means to you. What the car says to you. Care for it – even love it. For those that are saying someday. That someday is now. Life is too short to not be happy. We never know what tomorrow will bring.

The reason I chose this blast from the past article is because yes, I really do love both my Porsches. But, it is time for something different. Time to put my two babies up for sale. Some of you responded to one of my previous articles helping me decide as to whether or not to stay with a 944 T or go to a 911 on track. In some ways I have gone with the suggestions of going to the 911 on track. Air cooled here I come. Well, it is not that I am switching to a 911. After giving Hank's RS America a try on track for a few days I am addicted. The smoothness, the handling is just amazing. The 5-point was the clincher. Thank you Judy for help in my transitioning. We had a great time.

So you are saying why sell both cars if

you are just going to borrow a car on track? This is because I am getting a 2006 Cayman S. Can you all guess the color? I bet you can!

More details and pictures to come. Speedo will be on his way to NH June 21st. I am very much looking forward to the delivery.



Looking Back

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NOTE: while the calipers are off the car, go ahead and change the inboard adjuster dust caps to the 10mm hex-head type (Automotion part # CP-520, \$6.50 ea.) vs. the 4mm Allen heads.

11. NOTE: if your car is a 914 four-cylinder model, you can replace your 17.5mm master cylinder with a 19mm 914-6/911 unit. Pedal effort will increase slightly, but you'll move more fluid.

9. After "R&Ring" a master cylinder, follow the maintenance manual's procedures to readjust both the piston rod clearance and brake light switch actuation. It'll save you having to pull up the false floor two more times (like me)!

10. Be sure to use a maintenance manual written for YOUR car!

Well, if you haven't figured it out yet, we never did make it to the Zone 1 Concours! We spent the weekend finishing the brake work instead. But, the brakes are just like new now!



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It's now official, and this is the launch: Lime Rock Park is offering both a one- and two-day Motorsports Photography Workshop during Historic Festival 28, September 3-6.

The one-day is \$500, and the two-day is \$900. There are only 36 spots available per day, so if you want to enroll, do not delay completing your application.

The workshop is for intermediate to experienced photographers, not "rookies." Each student must own a digital SLR camera with interchangeable lenses and possess the understanding of how a camera functions. Further requirements needed at the workshop include: two digital media (compact flash card, SD card, etc.), rain gear, long pants, and closed toed shoes.

Instructors include Rick Dole, George Tiedemann and Robert Laberge.

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SALE:*** (a) Craftsman 5-Gal Air Tank, \$15; (b) Kingdragon Neck Support; \$20 (c) Chatterbox for Helmet- \$ 15.00, email: jackoliv18@thesaunders.mv.com

SALE:* 2006 - 27' Custom Lobster Boat manufactured by Eastern Boat Co. Custom mahogany ventilating windshield, convertible top, custom seating, teak swim platform, Nidacor hull with full keel and 10 year warranty and Navman GPS. 350 CI Mercruiser inboard with 90 hours. Boat has been kept in a boathouse on a lift at all times when not in use. In like new or better condition. \$56,000 Jay Gratton @ JEG914@AOL.COM

SALE:* 1987 944 Turbo - Coupe, red/blk. Street legal track car -Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

SALE:** 1987 928S4. Friday night date car. Red over black, automatic transmission. Killer aftermarket sound system. Former Georgia car. Body excellent, interior okay but presents well. 17" cup wheels with Toyo Proxies. Runs strong and is frighteningly fast. Has slow leaking water pump which needs to be replaced. This car is not really my style: I'm a 944 guy. Make me an offer. Photos available by email. John R. Killion JRK944@aol.com

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

GARAGE SALE - 3/15/10 - 11/15/10

Includes part of garage: eight 25' Z-purlins, metal roof. 1973 BMW R75/5 914-6 (maybe)

Farmall Super-A tractor Porsche parts: 356 - Boxster Old race tires Some firematic items Air compressor Lawn mower

Furniture Garden tools Misc items from old hardware store Farmall Super A tractor Used 17" Pirelli P7 tires, Boxster front

Set of used 16" 944 tires, 1/2 worn Some stuff free, others \$1 to TBD. If you don't need it, we have it!

-Ed & Nancy ednan@tds.net 526-6578 559 County Rd, New London, NH

SALE:* 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires. Mileage = 175,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

WANTED:* Ski rack tailored for attachment to engine lid grill of a 1995 C-4 993. It needs to clear a small wing about 6" above the lid surface. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

Lost...and Found! At the last DE event in 2009 at NHMS, a helmet and a Columbia fleece were left behind. If it is yours, a little descriptive evidence of ownership will assure that it is returned home! Email Hank at bigcheese@consumerprofilesinc.com, or call Hank or Ivy at (603) 742-4000.

SALE:* WP0AB0966KS450989 1989 911 Carrera 4, 81K miles, 5sp, Grand Prix White, Black interior, sun roof, excellent condition, body pristine, no track, no snow, garaged, no mods, meticulously maintained, new Bilstein shocks, new fog lights, 3 new rear lenses, recently upgraded AC blows cold, new spark plug wires, new tires 2K miles ago, just replaced oil thermostat and oil hoses, recent oil change, Kenwood CD with Bluetooth and iPod USB.

Mechanic says one of the tightest cars he has ever driven. Fun to drive. Incredible ride, you'll love it.

SALE:* 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great!

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25th Annual Zone One Autocross



Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA

The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/15/10
\$85/person after 8/15/10
\$45/person for Saturday dinner
Amounts are for one or two days;
Dates refer to web registration
25th Anniversary shirts to all entrants!!!!

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You must book by 7/28/10 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpca@aol.com
Zone 1 Registrar: Aaron Ambrosino
(518) 541 2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

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A Cancer Survivor Doing Something About Cancer

Fellow Track Junkies:

Don't we ALL know someone - a family member, friend, colleague, parent, child – who has been affected by this deadly disease?

Well, you know me. I am a cancer survivor. I was first diagnosed with Chronic Lymphocytic Leukemia (CLL) in 2002 . In September of 2006 I went through six months of chemotherapy, and my experience included ten days (missing the NCR DE event at NHMS that week) living in a "bubble" at the Norris Cotton Cancer Center at Dartmouth-Hitchcock. It's an experience I don't wish on anyone, and it totally changed my outlook on life. For the positive. As far as I'm concerned, my oncologist and the staff at this wonderful medical center in northern New England saved my life. And I am asking for your help to give something back to them.

I am now cancer free, and on Saturday, July 10, while many of you are in Canada at Calabogie, I am going to participate in the **29th Annual Prouty Century Bike Ride & Challenge Walk** to raise money for cancer research at Dartmouth-Hitchcock's Norris Cotton Cancer Center by cycling 100 miles. Yes, 100 miles in one day. Who would have thunk it? Will you help me reach my goal by making a donation to support my ride?

Participants in The Prouty come together to celebrate and support the courage of cancer patients and survivors everywhere and to raise money for crucial research and important patient services at this nationally-recognized cancer center. Norris Cotton Cancer Center is the ONLY comprehensive cancer center in northern New England. Yet, research conducted here helps cancer patients not only in the Upper Valley, but all over the world.

Go to www.theprouty.org to register now to participate as an individual, by joining or starting a team, or by signing up your family to be part of this critically important event. YOU have the power to make a difference in the fight against cancer. Click on the Sponsor Participant link to visit my personal web page and help me in my efforts to support Friends of Norris Cotton Cancer Center.

Thank you in advance for your help!

Paul Frucci
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For the latest schedule information please visit the IMSA website at www.imsaracing.net
Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.
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Volume 33 Number 7

July 2010

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