

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 34 Number 2

February 2011



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NCR Board / Planning Meeting 2011

Hank Cowles' 1967 Monte Carlo Rally 911

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NORTHLANDER

NORTH COUNTRY REGION
Volume 34 Number 2

PORSCHE CLUB OF AMERICA
February 2011

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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 46 for advertising rates.

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On the cover



Hank Cowles' "new" 1967 Monte Carlo purpose built Porsche 911. For the story and more photographs see pages 24 through 29.

Photograph by David Churcher.

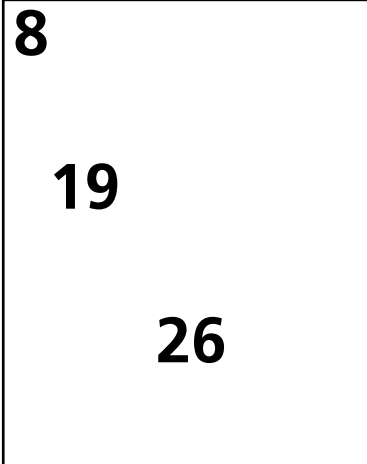
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CALENDAR



February 2011 AT A GLANCE

Date	Event	Location	Time	Contact Email
Feb 8	Board Meeting	see below	6pm	Jay Gratton jeg914@aol.com
Feb 19	Tech Session	KMC Auto, Lawrence, MA	1pm	Larry Singer LarrySy@aol.com
Feb 26	Social Sleigh Ride	Charmingfare Farm, Candia, NH	6pm	Richard Wiley willr47@yahoo.com

We will be having the board meeting on the 8th from 6-8 pm at:

Florence's Restaurant
456 Daniel Webster Hwy.
Merrimack, NH 03054
(603) 424-4010
www.florencesitalian.com

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



THE ROLLING CHICANE

Jay Gratton

I found Lily on the Internet and knew right away that she was the dog for Jaime and me...

What a year 2011 is shaping up to be for North Country Region. Not counting Jay & Matt's Spontaneous Dinner that takes place on the 4th Tuesday of every month at some different location and our random ice cream runs during the warmer months, we have a grand total of 25 events happening this year that will truly tickle the fancy of everyone out there. Make 2011 the year that you get reinvolved in NCR, or the year that you attend your first event and see why NCR is such an amazing group of people. It doesn't hurt that there are always nice cars to look at as well. I want to plug March 19th as our member information night, where event chairs from each type of event will be on hand explaining and taking questions on what NCR has to offer its membership. Watch *Northlander* and the website for a time and location.

As I sit here and write this, the snow is coming down (again) and I am snug inside with Jaime correcting papers for her students and Lily is in front of the fire chewing on her favorite chew bone. Lily is the newest addition to our family and while you might be worried that Lily is a child who is chewing on a bone, she is in fact a dog. Lily is a year and a half old, 45 pound, dark brown pit bull mix that we rescued from Atlanta, Georgia, back in late October from Bliss Animal Haven (www.blissanimalhaven.org). Jessie, who runs Bliss, is a New England transplant and has saved so many dogs from being put down because of the high rate of kill shelters in the south.

Back in October after years of pleading with Jaime to let us get a dog, she finally agreed to let me look. My family has always been dog people and we have always been big supporters of the pit bull breed. Lily is the third one in the family and they have all been rescue dogs. I certainly hear the stories about the breed, but in almost all of those stories the owner is to blame for poor training. If you are looking for a loyal, affectionate and just plain fun dog to play with I encourage you to research a pit. It is important to remember that we need to punish the deed and not the breed.

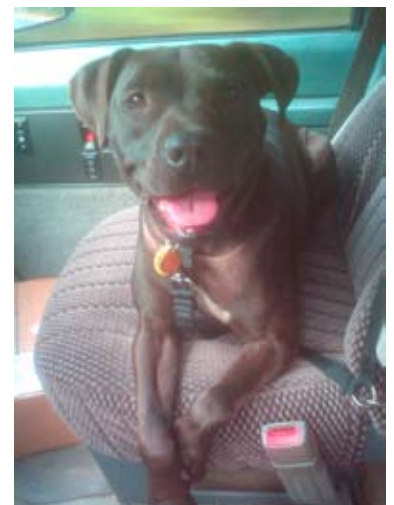
I found Lily on the Internet and knew right away that she was the dog for Jaime and me. After speaking with Jessie at Bliss and seeing some videos that she sent me I booked a flight down to Atlanta to meet her. It was a 24-hour blur, but I really wanted to make sure that Lily was everything she was said to be and I was not disappointed. She was in the back yard at Jessie's and she came running right up to me and rolled onto her back so I would rub her belly. This clearly was a dog that did not have

trust issues. I agreed to adopt Lily and while I wish I could have taken her home that day I just couldn't put her on a plane. Instead, Lily was shipped up to New Hampshire the following week in a doggy limo. She arrived on a cold and wet fall day and instantly remembered me.

Lily has had a lot of firsts with Jaime and me. She made it through her first Halloween, Thanksgiving and Christmas with us. She loves to go for long walks and play in the snow. She goes to doggy daycare a few days a week and obedience classes once a week. She even has a dog boyfriend named Otis, who is a 200-pound St. Bernard and they are quite the couple when they're together. This dad is taking the relationship well, but I am keeping my eye on Otis I can assure you of that!

I do not mean to preach, but one of the greatest feelings is rescuing a dog that needs a home. Without hesitation, I can say that a rescue dog truly knows what you have done and they will forever be loyal and thankful for your selfless act. There are so many wonderful pets out there at your local animal shelters or at agencies like Bliss that are looking for homes for so many wonderful animals. I encourage you to look into them if you are considering a new pet.

Lily will be meeting many of you this year at NCR events as I am sure she will be making a few appearances at NHMS. I'm sure she will enjoy riding in the 914. Now all I have to do is find a place for Jaime to sit. Drive safe and think spring!





Tracey Levasseur

Rallye Monte-Carlo is still run today with 2011 marking its 100th anniversary...

You've no doubt heard the saying "when handed lemons, make lemonade." Well January's horrible weather not only caused cancellations and hair-raising journeys into work but it postponed a presentation I was anxious to attend and write about for this month's *Northlander*. At this writing I have not attended the rescheduled event but let's hope February's weather allows me the opportunity and I will update you in March.

So Plan B (the lemonade) came to me partially because of the postponed presentation and this month's *Northlander* cover photo. As you will read in this edition, Hank Cowles acquired a rally-prepared Porsche...Rallye Monte-Carlo spec, that is. I've heard of Rallye Monte-Carlo as well as other famous endurance events but I did not know much about them or rally history. And since the presentation I am to attend involves rally I thought I should take the time to brush up on what it's all about.

For some of you, rally means those great cruises organized by Jay Gratton and Matt Romanowski every year. Everyone meets at a point, gets a list of questions to help "navigate" and sets off to see who can follow the directions and make it to the final destination in a timely manner. Well, that is rally in a car club nutshell. But to understand why it's done, one must go back to the beginning. Back to the horseless carriage days.

The event we call rally actually began in Europe in the 1890s where drivers ran from city to city along various terrain, avoiding obstacles such as pedestrians and farm animals. The purpose was to see whose vehicle could reach each destination most efficiently and with the least mishaps. Within a few years cars were made faster and the increased injuries, property damage and deaths forced the French government to ban the sport. Other European countries set up laws allowing these events only on closed circuits and tracks.

In 1907 a French newspaper published a challenge: "Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?" Thus was born the Peking to Paris Motor Challenge, a 9300 mile endurance race. Peking to Paris begot many ultra long distance events which not only challenged the cars but drivers needed to excel in preparation, resourcefulness, perseverance and in many cases ruthlessness. Some of the more famous endurance races are Targa Florio and Mille Miglia in Italy, Carrera Panamerica in Mexico and Targa Tasmania. It's interesting to note that three Porsche names – Targa, Carrera and the more recent Panamera – were inspired by these endurance races.

The first event to use the word "rally" was the Rallye Monte-Carlo. Started in 1911 by Monaco's Prince Albert I, the rally was designed to not only test the latest automotive improvements and innovations but was also a clever way to get folks to the mild climate of Monte Carlo during the winter months. Originally Rallye Monte-Carlo had four start points, one in each corner of Europe, so some participants experienced grueling terrain and harsh weather before finally converging in the French Riviera. The Monte, as it was called, continued to run on and off through the 20th century with the 1950s and 60s being its most popular decades. Porsche had a running streak of wins during that time starting in 1965 with a 904 taking second place over all, in 1967 Vic Elford won third overall in a 911, then from 1968 to 1970 first and second placements were Porsche 911s.

Rallye Monte-Carlo is still run today with 2011 marking its 100th anniversary. The regular event ran January 19 to 22, and a more recent addition called Rallye Monte-Carlo Historique ran January 26 to February 2. The Historique is limited to only those marques which actually ran in Rallye Monte-Carlo between 1950 and 1980. There are also five start points around Europe in this event.

Stepping back a bit, before World War II most rally cars were stock production models. This evened the playing field. After the war competition cars were getting some minor modifications to brakes and suspension. The sport was gaining popularity and since it was inexpensive entries were in the hundreds.

By the 1960s car companies were making purpose built rally cars such as Mini Cooper, Fiat Abarth and Lancia Stratos. The Federation Internationale de l'Automobile (FIA), the governing body of all things automotive set certain rules about these special cars, one being that the car companies had to produce a certain number of these models for street use. These smaller, nimbler cars swept rallies worldwide but were also available for sale to the public. Thus rally caused an evolution in the automotive world.

An example of this "Darwinism" is Audi. In 1980 it wanted in on this rally competition. So it built a 2.1 liter four-wheel drive car called the Quattro. FIA liked the car even though four-wheel drive vehicles were prohibited from rally. So they changed the

continued on page 31 ...

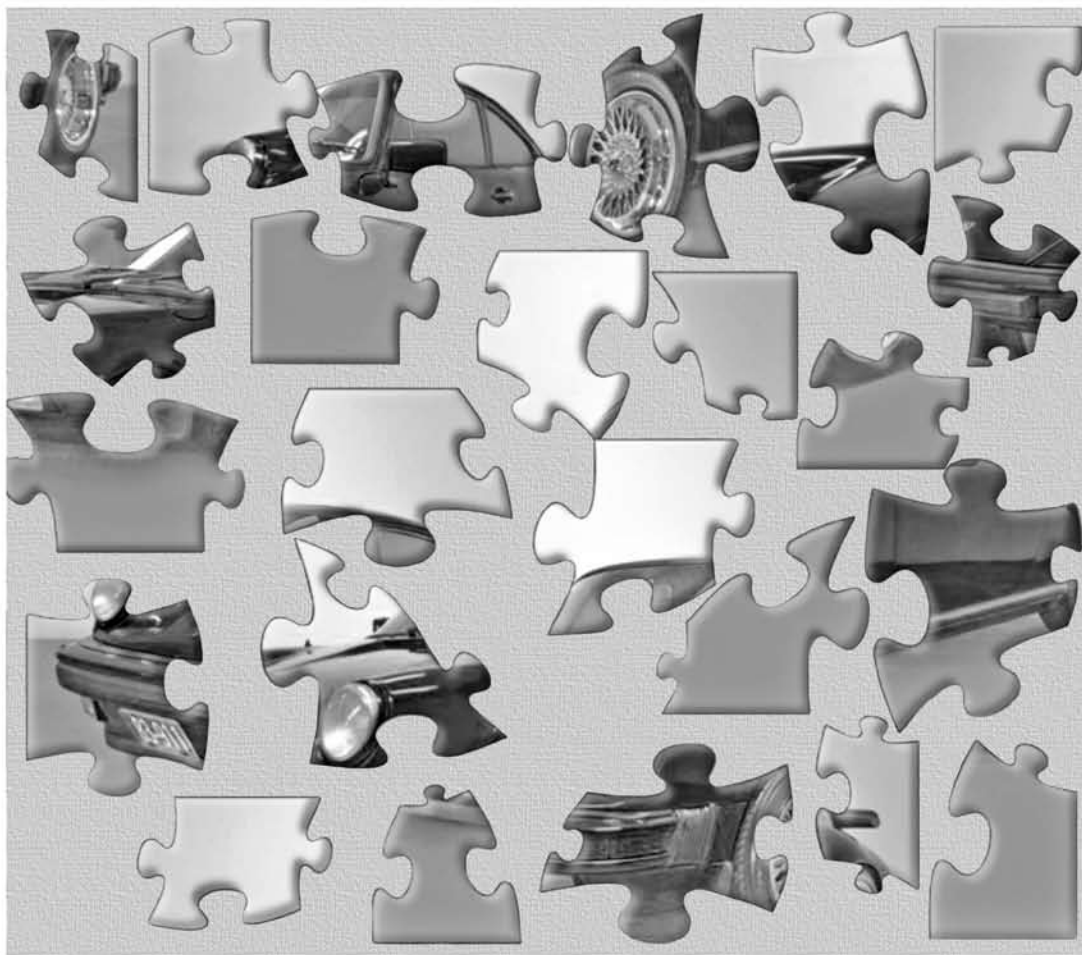
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puz·zle (püz"l)

noun: Something, such as a game or problem, that requires ingenuity and often persistence in solving or assembling.

verb: Take it to Blair.



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Bob & Laura Futterer

New Members:

Todd Ellis
Katy Ellis
Rochester, NH – 2002 911 Turbo

Russell Fanelli
Troy, NH – 2002 911

Janet Greene
Yarmouth, ME – 1986 911

Timothy J. Kachel
Lawrence, MA – 1988 911

Jerry Kaiser
Ryan Kaiser
Greenland, NH – 1972 914

Shane A. McLaughlin
Brookline, NH – 1995 911

Joseph A. St. Martin
Susan St. Martin
East Kingston, NH – 2009 911

Member Anniversaries:

1 Year:

John Kieley
Temple, NH – 2009 911 4S

Gary E. Muller
Newport, NH – 2009 911

Charles Traill
Carissa Traill
Nashua, NH – 2004 Carrera

2 Years:

Peter Cesarini
Karen Cesarini
Londonderry, NH – 1987 951

Benjamin Chang
Sebastien Csapo
Boston, MA – 1999 911 996

Erin B. McMann
Kent Backe
Hudson, NH – 2006 Cayenne S

Christopher J. Weiss
Eaton, NH – 1969 912

5 Years:

Nicholas E. Cassotis
Jennifer Cassotis
Sandown, NH - 1999/996

John S. Irving
Paula Irving
Belgrade, ME – 1997 993 C4S

10 Years:

Gerald Greene
David Green
Peterborough, NH – 1973 911

Larry M. Synger
Nottingham, NH - 1988 924 / 1986
911

Erin Zaldastani
Alexander Zaldastani
Salem, NH – 996 993

35 Years:

Mark A. Curtin
Hannah R. Curtin
Fitzwilliam, NH – 1971 914-6 / 1973
911s

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



Matt Romanowski

WIDE OPEN

NCR will be reserving seats at the Larz Anderson Museum in Brookline, MA to listen to a presentation by famous race driver Brian Redman...

I can't believe that I have had to shovel my driveway five times in four days! The whole time I'm in the driveway I can see my garage, thinking about the Porsches in there, just waiting for warmer weather. When I'm done, sometimes I clean all the snow off of me, as the wind in my neighborhood ends up blowing all the snow back at me, and climb into the 914. I grab the steering wheel, close my eyes, and think about great summer driving. Sometimes it's driving a great rally, sometimes cruising to the seacoast for ice cream, and sometimes laps around Watkins Glen. I'm usually snapped out of these daydreams when I realize that my toes are frozen, I can't feel my fingers, and my ears are numb and I stiffly walk back to the house.

I'm sure many of you have similar experiences! You see your Porsche tucked into the garage, under its warm winter cover. Or maybe it's stored happily away from home, in the warmth of someone else's shop! I wonder if the people that hold Porsches for the winter are nice enough to send pictures updating your cars happy times in the warm winter storage. For some, I can remember a picture of a 911 under a couple of feet of snow, waiting for summer. I can also remember a Christmas photo of a 911 with a Christmas tree on it driving through the snow!

Another Porsche, well Porsche Club, winter tradition is our annual planning meeting. Lately, we've also included our budgeting for the year in this meeting. I think that this year's budget and planning meeting set a new record for the quickest. It was a very productive day with everyone getting their reports in, dates set, and initial plans in place. We have a very full calendar and some really great events planned. We are very lucky with Joe Kraetsch running a full autocross schedule, Mark Watson setting up a very fun DE program, Rich Willey putting together the best social schedule I can remember, a full set of rallies, and some really interesting tech events put together by Larry Synger.

The full calendar is on www.ncr-pca.org and the upcoming events are always printed in *Northlander*, so you can see what is coming up. I challenge every member of NCR to come out to at least one event this year. I think we have assembled a schedule and breadth of events that makes that possible. I know I'm going to try and set a personal record for the number of Porsche events I attend and I challenge you to beat me!

Starting in February, we have a tech session on the 19th at KMC Auto in Lawrence, MA. I don't know all the details of what Larry has planned for the day, but a quick look at KMC's webpage makes it sound like a pretty interesting day! The following weekend, we have a very fun social event in Candia, NH, at Charmingfare Farm. We are going on a winter sleigh ride, with the slight chance of a winter carriage ride if all the snow somehow manages to melt before then.

Coming up in March we have a bunch more great events. Starting on the 6th, we have a tech session on new vehicle safety at Lovering Volvo. Our own Steve Gratton is putting this session on. While showcasing the safety aspects of Volvos, it will all carry over to your daily driver and the safety systems in our Porsches. Following that, we have a tech session on March 12th at Blair Talbot Motors. Blair has a long history of putting together great tech sessions and having cool cars to check out while at the shop. Our third event of March will be a new member social at Porsche of Stratham. This will be a fantastic event for new members to familiarize themselves with the club. Someone representing each aspect of the club -- autocross, DE, Rally, and Social -- will be there to tell you about their events. It will also give you a chance to talk with NCR member Harry Robinson about buying a new Porsche! Harry has lots of tales and is a great resource for anyone in the market for a Porsche.

Not to get too far into the future, we start April out with an amazing event before jumping into the driving season. NCR will be reserving seats at the Larz Anderson Museum in Brookline, MA, to listen to a presentation by famous race driver Brian Redman. Brian is a long time Porsche driver, enthusiast and all around nice guy.

So, I think I've laid out enough events to get people motivated to come out and play with NCR this winter. No matter what you want to try out, NCR has it in the schedule for the year. We are still looking for people to help out with some events, so if you want to run an event, assist, or even just help a little on the day of, please feel free to give me a shout!



Mark Watson

Have you ever tried to take a drink from a fire hose?

Have you ever tried to take a drink from a fire hose? That's what it feels like now that I am taking nominations for the name of the DE column. Your response has been more than I expected and I thank each and every one for taking the time to nominate a name or in several cases names. There are some very creative names and some that probably can't be printed for fear of lawsuits or ruining the reputation of the club!! Thus far, over 80 nominations have been received and believe it or not, just a few were duplicates. I am going to have your DE team conduct a pre-selection of names before publishing the top five (or so) for voting. With such a tremendous response, we need to limit the number of names for voting to ensure we have a clear winner. I already have my favorite but we need to follow the process. To those of you whose nomination will not make it into the finals for general voting, I apologize in advance and hope you will continue to help with the selection process. Even if you did not nominate a name, you can still vote. Everyone gets one vote so pick carefully.

Your DE Team met on January 15 to plan out the 2011 driving season. We were graced by the presence of our newly elected president and vice president (or as they prefer Kaiser and Vice-Kaiser) Jay Gratton and Matt Romanowski, respectively. It was great to have them participate in the meeting and we all look forward to their leadership in the coming months and years.

As you know we have dates at New Hampshire and Lime Rock but there is so much more that goes into planning out the season. We contributed over \$16,000 to the club in 2010 most of which was distributed to our various charities. I'd like to thank you for your support during these tough economic times and I hope you will be able to take advantage of our program in 2011. DE is just a great way to have fun driving your Porsche at speed with a group of really great people and at the same time making a contribution to our community. It simply doesn't get much better than that.

So here are a few details to get you thinking about the upcoming season:

April 8 at NHMS will be an advanced drivers day (White, Black and Red) combined with the on track portion of the national instructor training program.

April 9 at NHMS will be our Make-A-Wish charity day. This is the

time we get to host families from the Make-A-Wish Foundation and give them rides around the track. It is a really great day and another chance to give something back to some very special kids and their families.

May 7 will be our Car Control Clinic. We have not had a clinic for a couple of years so we expect to pick up folks who might have already driven on the track but want to learn more about their car at lower speeds.

We are working on having Dennis Macchio of Bertil Roos Racing School back to provide some professional tips on how to get the most out of yourself, your car and the track. Dennis' lecture and track walk were well received. Dennis will also be available for private coaching.

Our Beer and Chips party will be held again this year. At present, it looks like we will plan that for September 15, in between our event and NER's event on the 16th. Sign up for both days and extend the party.

We are looking for opportunities to mix up the track dinner venue. Toni Surdam (our club secretary) has volunteered to help develop a plan and just in case you missed it in her nomination bio, she is a chef so expect great things. Thanks Toni for your help.

There are a few other things in the works but I'll keep you guessing what those might be for a bit longer.

Just to remind you again that NER is offering their annual Drivers Education Ground School workshop on February 20. The workshop is aimed at those who are interested in finding out what DE is all about and what to expect at an event. The event will be held at HMS Motorsports in Danvers and you need to contact Steve Artick to register.

continued on page 36...



Judy Hendrickson **LOOKING BACK**

Is it true that you have to be a “millionaire” to Club Race?

Barry: Absolutely not. In fact, much of the fun is had by club racers who buy comparatively inexpensive 944s, 912s, 914s ...

Barry and Caryl Brensinger have been PCA/NCR members since December 1991. Like many members they started out doing one thing and wound up doing another. I first met them at concours events. They were both very dedicated to keeping their beautiful 911 Cab (as I recall) absolutely spotless. They did well at our and nearby events. Their son and daughter were young then and lent a hand as well. Time passed and they got involved with DE, both eventually becoming instructors. An experience at a professional racing school to improve their driving for DE (as I recall) led to an interest in getting involved in the then new PCA club racing program. This is their story.

(Note: this was written in 2001 and you should consult the official current club racing rules on www.pca.org for the latest information. Also, some of the things Caryl mentioned as not being taught in DE are now covered in our Car Control Clinics and some changes have been made to DE passing rules for the advanced groups.)

From Volume XXIV, Number 2, February 2001

Club Racing Interview

Matt Romanowski, Editor

Barry and Caryl started track events together in 1991, sharing a 1986 944 Turbo. Barry soon after bought his own all original 1975 914, then an additional, all rusty, 914 which he turned into a GT4-S race car.

How did you get started in Porsche Club Racing?

Barry: I've had an interest in racing since I was a small boy. My father was a mechanic and built stock cars for a local track in Pennsylvania. I was crazy about sports cars in high school. My hometown was on the national hill climb circuit and my buddies and I never missed an event. So, once Caryl and I got hooked on Porsches and Driver's Education, club racing was a natural and perhaps inevitable follow-up.

Caryl: After years of Porsche club DE, I moved into 'red run group' and instructed for many regions; but the clincher for me was a real road racing driving school experience. I did my first qualifying session, got my first pole position and first green flag start at Bob Bondurant Grand Prix Road Racing School in a Mustang! Terry Borcheller was my instructor. It was thrilling and addicting. I was hooked.

Is it true that you have to be a “millionaire” to Club Race?

Barry: Absolutely not. In fact, much of the fun is had by club racers who buy comparatively inexpensive 944s, 912s, 914s, etc., invest a few bucks in suspension, wheels and tires, and run in stock classes. You could have a great time with \$15,000+/- invested in a car and an annual budget of \$5,000+/- for tires and registration fees. Of course there are those who spend more, particularly in the modified (GT) classes; but how much you choose to spend is up to you. I've been running in GT because it was important to me to build my own car. I've said often that I have as much fun imagining how to improve my car as I do driving it!

Can you Club Race in an ordinary streetcar or does it have to be an all out racecar?

Caryl: An ordinary Porsche streetcar is what many club racers start with, and there is a class category in club racing for every Porsche ever made! But, nonetheless, you still have to prepare any streetcar for racing, and required are purchase and installation of a transponder (for lap timing), a “kill switch” for the battery, full race harnesses and seats, seat braces, window net, fire extinguisher, roll cage (or roll bar ... less acceptable), and car graphics to identify the car and class. Once you have turned your streetcar into a club racer, driving it on the street with those necessary modifications becomes awkward, even uncomfortable, so now you'll want a trailer and tow vehicle to get it to the track and another car to take its place at home! My first club racer was a stock 1986 944 T, F class, that I modified initially only for safety and rules compliance, including upgrading the control arms. To stay in a stock/street class you are restricted to only a few changes, which luckily should limit the money you sink into it. What you can legally do to a stock/street car is

spelled out clearly in the 2001 Club Race Rules book. Over the years, I have seen a few racers actually drive to the track in their street racecars, race, and go home the same way. Those very few that do, have support personnel or friends driving another car or truck to the race with their extra wheels, tires, tools, parts and other necessities.

What cars have you raced and are you currently racing and why those choices?

Barry: Up until this year I have raced a heavily modified 914 in GT4-S. The only stock components left on the car were portions of the tub, the pedals and gearshift knob! This is an absolutely accurate statement! I originally chose the 914 because I thought it might be cheaper to build than a 911, and the mid engine platform made sense to me. It turned out to be no less expensive, since everything I added to the car was from a 911! The mid engine made a very nimble little car; but also one that was quite unforgiving. The 914's are very agile, but once you cross that razor-thin edge, they will spin like tops. Ask me how I know! I've just sold the 914 racecar and will be starting the new season in a 2000 GT3 Cup Car. This will be new technology in a Porsche factory prepared car. Needless to say I'm excited.

Caryl: This year I will be racing a stock 1997 993 for the first time at Sebring in Florida in February. I chose this car because it's a late model, newer technology 911, it should be competitive in D class, and it's a new challenge for me. Up until now, I've been racing a 944T, a car I still believe is a perfect track car. The 944T is 15 years old now and mine is not currently competitive in F class. There will definitely be an exciting new learning curve with my new 993.

How did you get a year 2000 Cup Car when supposedly less than 90 were manufactured this year?

Barry: I had been thinking about a new car, and possibly a 911, for the past year or so. When Caryl and I saw the Cup Cars run at the U.S. Grand Prix this year, enthusiasm got the best of me and I said, "I have to get one of those cars!" Fortunately Caryl agreed, as she nearly always does when it comes to cars, and we headed off to the paddock to try and find one. I had a handshake agreement before we left Indianapolis!

What kinds of cars are in GT classes in Club Racing, and what's the difference between a stock car and a GT car?

Barry: Certainly they are all Porsches, more or less. The difference is that modifications to stock class cars are quite limited in order to keep them equal and affordable. Except for engine displacement and tires (street vs. slicks), modifications in the GT classes are essentially unlimited, and, of course, so are the costs. No one class or car type is necessarily more or less fun than the other and some of the most competitive racing occurs in the stock classes. However, if you like to tinker, as do I, there are more opportunities in GT.

How is Club Racing different from DE?

Caryl: Right away you realize you can't ever get away with talk like, "Geez! I'm driving like Lynn St. James out there!" when all your laps are timed and posted for all to see and point to! You're always competing, performing, learning, and pushing limits in club racing. Because of this, you can get into trouble more quickly and you see and must avoid trouble around you more often. Your car gets used up, sandblasted, chipped and generally messed up more quickly, and of course, unlike DE, you need a second set of wheels and must have a new set of tires for every race. Club race entry fees cost more than DE. There are far fewer races annually than there are DE events. There are more incidents in club racing. Also, more so than DE, readily available technical and mechanical support for your racecar is critical for a successful typical three-day club race event. Without that, you've come a long way and invested time and money that could well be wasted. Stuff breaks, parts have to be available, set-ups need tweaking, things have to be taken apart and put back together expertly and quickly, and tires need attention and changing. You can't be working on your car and miss practice runs or qualifying and expect to run safely and competitively. Track support is necessary in club racing. Our race shop travels with us to every race and plans in advance, and is ready for most things that could go wrong.

Barry: Club racing is much more intense, much harder work, and much more rewarding. I avoided saying more fun, because we have always had so much fun with our North Country friends at DE events, and we often remark about how much we miss them. However, from the perspective of driving, once you get hooked on racing, it's hard to go back to DE. It's very frustrating not to be able to pass when you want to!

What makes club racing different from other racing series, like SCCA, Vintage, etc?

Barry: One of the unique features of PCA Club Racing is that all of the cars must be Porsches. So, automatically everyone at the track has at least one common interest: Porsches. PCA has also done an exceptional job of keeping things safe and fun. Tough competition is ever present of course, but it seldom overshadows good sportsmanship. I have heard many stories of quite different experiences with other sanctioning bodies. In fact, I am considering doing some Speedvision events with my new car, but am reluctant because of its reputation for bump and run. The fun I have would fade fast if my car got smashed every outing.

What was the most humbling experience you've had in club racing?

Barry: My first spin in my first race. It was during a torrential downpour at Sebring. I think there were three or four more similar experiences before the race was over!

Caryl: To be completely honest, I am humbled every time I'm out there.

What tracks do you race at?

Barry: Wow, pretty much all of them on the East Coast: Sebring, Road Atlanta, Lime Rock, Pocono, Mt. Tremblant, Mosport, Watkins Glen, Summit Point, and Carolinas. Hopefully this year we'll make Road America.

What is your favorite track? Why?

Barry: They are all great for different reasons. I like Sebring because it is big and fast; Mt. Tremblant because it is technical, and Carolinas because it has a lot of run-off area, which encourages a little more experimentation, if you know what I mean. My least favorite tracks are Lime Rock because it is so short, and Summit Point because it is the most dangerous. Summit Point has little run-off and inadequate barriers. Last year a 944 went off and got wrapped in the trees!

Caryl: My favorite track is Watkins Glen, and Le Circuit at Mt. Tremblant, a very close second. I like the lengths of those tracks, the rhythm of the layout, the topography and the settings of both. My favorite event of the year, overall, is Sebring Club Race in Florida in February. Something about the place, the enormous number of awesome cars, the enormous, absolutely flat track, and the time of year makes it supremely exciting and special.

How does it feel when the green flag comes out at the beginning of a race?

Barry: Sitting on the grid before a race is very, very intense. I am usually hot and nervous, and frequently ask myself why am I here?! I have spoken to other racers and found such reflection to be quite common. However, once the cars enter the track, all doubts are gone. I am so energized and focused on the race, there's no time for doubt. Frankly, the toughest part of the race is the start. Think of 50 cars all in a bunch, racing for position, and trying to survive turn one. I am much more comfortable once the first lap or two are in the books.

Caryl: At the green flag, the sound of 30-50 engines roaring to life around you is deafening and totally exhilarating. You have to tell yourself to BREATHE, have eyes on the sides and back of your head, and get out of second gear in a hurry, all while looking to pass, avoid being passed and carefully co-existing with a large number of cars all trying to get into the same tight turn; then repeat all of that again and again at every turn, until the pack sorts itself out, usually in a lap or two. At Lime Rock, it never ends because the track is short!

How does it feel when you go into a corner with someone else competing for the same line?

Caryl: My first club race at Summit Point in Virginia, the first time I was sandwiched between two faster cars racing each other into turn one, a tight right-hander after the longest,

fastest straight I'd ever driven, and not completely sure which line was mine or what these exuberant jockeys were going to do, I thought, "Fudge!" (or perhaps another expletive), "What am I doing here?" But I can say that now, nothing shocks or surprises me anymore. I know personally all the racers running with me and around me and predominantly there's mutual courtesy and respect. But a club racer absolutely has to earn it.

Have you ever been involved in an incident? What was it like?

Barry: Yes, three in five years, and thankfully all minor. My second race, rookie year, I was in the middle of a five car pile-up at the start of the Lime Rock race. All I remember is smoking tires and a white 944 sideways in front of me! Two years ago at Pocono I was rear ended coming off the oval. This was a little frustrating because it was on the first lap of the first practice session. My competitor was perhaps a bit too aggressive! This year, while running second in class, I blew a tire in turn one at Mosport. This was the most breathtaking incident because I was at speed in 4th gear and completely lost control. I ended up backwards in the wall, but fortunately had slowed enough to minimize the damage; a bent wheel, a new fender and transmission. I must say that during none of my spins and incidents have I ever consciously feared for my personal safety. My first thought was always, "OH #?*, What am I going to do to my car?"

Caryl: I have not yet been involved directly in an "incident", but doing 6-9 race events a year, and a large number of DE events over 10 years as well, both driving and instructing, I have witnessed literally everything dumb, ugly, and really scary, (Barry's flat tire and spin off at Mosport), that can occur at the track, including the total destruction of very beautiful and expensive cars and the death of a fellow club racer on the front straight at Lime Rock. Club racing is serious and high risk like any other racing. We have strictly enforced rules regarding safety, overly aggressive driving, car contact and "off-roading" that do tend to inhibit stupid racer tricks. But bad stuff does happen anyway, as adrenaline, extraordinary horsepower and occasional poor judgment or mechanical failure will get the best of some racers. The risks are a frightening, constant reality to which you are hyper-alert.

Did the DE experience prepare you for what was to come in club racing?

Barry: Certainly to a limited extent. In DE I learned to feel comfortable at speed and learned my way around a few tracks. But, that's about where the similarities end. Racing is in a different dimension.

Caryl: Only to the extent that running in 'red run group' in DE (Instructor's only) is practice driving with good, sometimes aggressive drivers, usually in the fastest cars. In DE you learn to courteously co-exist with other drivers, depend on your mirrors, and understand the critical role of the flaggers. Also, it is helpful to have experienced driving on some of the tracks for

continued on page 35 ...

NCR SOCIAL CALENDAR 2011

Rich Willey

Social Event 1:

What: NCR's Winter Sleigh Ride and Bonfire

When: February 26, 2011 Saturday 6:00PM

Where: Charmingfare Farm, Rt 27 - 774 High St. Candia, NH, (near the

intersection of Rt 93 and Rt 101)

Details: Fun for the whole family. Includes 30 minute sleigh ride to the

bonfire, hotdogs, cocoa and marshmallows and a return sleigh ride to the parking

lot. (there may be some animal sightings too!!) Stay as long as you like as

sleighs are circulating every 30 minutes. We have reserved 50 seats on a

first come basis, for the 6:00PM ride (\$23 each adult or child). This is a

"no alcohol" event as non-NCR folks may be onsite too.

We need to confirm the final participant count by Feb 15th, so contact your

Social chairperson to confirm your participation and make payment.

Social@ncr-pca.org

Social Event 2:

What: NCR Member Meet and Greet

When: March 19th 2011 Saturday 2:00-4:00 PM

Where: Porsche of Stratham, 58 Portsmouth Ave. (Rt 108) Stratham, NH (just north of the intersection of Rt 101 and Rt 108, easily accessible from Rt 95 or Rt 93 north)

Details: Open to all new NCR members as well as members who want to meet some of their Board of Directors and event chairpersons. Find out more about the various events NCR holds throughout the year, including Driver's Ed, Autocross, Rally's, Social events, and Tech events and how you can get involved with NCR. Meeting will be upstairs in the Porsche of Stratham conference room and refreshments will be served. Just showup, make new friends and enjoy some good Porsche talk.

Social event 3:

What: An Evening with Brian Redman

When: April 1st 2011 Friday 7:30PM

Where: Larz Anderson Automobile Museum 15 Newton St. Brookline MA (easily accessible from Rt 95/128 to Rt 9 east)

Details: Brian Redman, renown professional driver and multiple US Formula 5000 champion has raced for such teams as Porsche AG, Ferrari, Aston Martin and Jaguar. An accomplished Formula 1 and sports car driver, Brian will discuss his racing experiences, tell stories and give some insight to the behind the scenes happenings of professional racing. Evening includes a buffet dinner and cash bar. NCR has reserved 20 seats on a first come basis, but more seats may be available. Price is \$20 per person.

There will also be a meet and greet with Brian at 6:00 PM which will also include the buffet dinner plus 2 drinks and reserved down-front seating for his talk. Price for this is \$100 per person. NCR has not reserved any seats for this but if there is enough interest we may be able to do that too.

Check with the Larz Anderson website for details under their Lecture Series.

www.larzanderson.org

Final list of NCR attendees needs to be in by March 1st, so contact your Social chairperson for reservations and to make payment social@ncr-pca.org

NCR Board / Planning 2011

January 8th and the snow did not arrive. The Board / Planning meeting began at 10 am and finished by 2:30 pm ... and then adjourned to a social afternoon. There was pizza for lunch and later Tracey's Porsche 911 cup cake ... which was transmored to a Targa and later to a Smart car. Why is Tracey holding two trophies? Because she was awarded a real one for the Northlander win but before that Jay presented her with one using the traditional mis-spellings of both editors' names.





Our Board described themselves as a “cast of characters” ... are they?

Thrill Rides 2011 - NER's Driver Education Ground School Sunday, February 20th @ 10:00am, Hosted by HMS Motorsport



"A great seminar! I hit the ground running."
--Moe Auger
2003 Attendee

(Chief of Novice Development & NER instructor)



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

--Mark Abbott
2008 Attendee



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

--Geoff Kronik
2008 Attendee



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

--Sarah Anderson
2006 Attendee

Ladies, gentlemen and younger drivers....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2011 on Sunday, February 20th. This is NER's annual introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at www.hmsmotorsport.com. This interactive classroom session will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, you will learn the fundamentals of high performance track driving and how these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where NER and NCR events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 20th. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

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

Sure, February 20th is a Sunday in the deep mid-winter and the groundhog is still asleep in his burrow, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer.

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

Who should attend?

Anyone interested in learning about our 2011 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2011, drivers participating in Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2011 Driver Education Ground School at HMS Motorsport Sunday, Feb 20th @ 10am

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

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

Late/Onsite registration - \$20

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

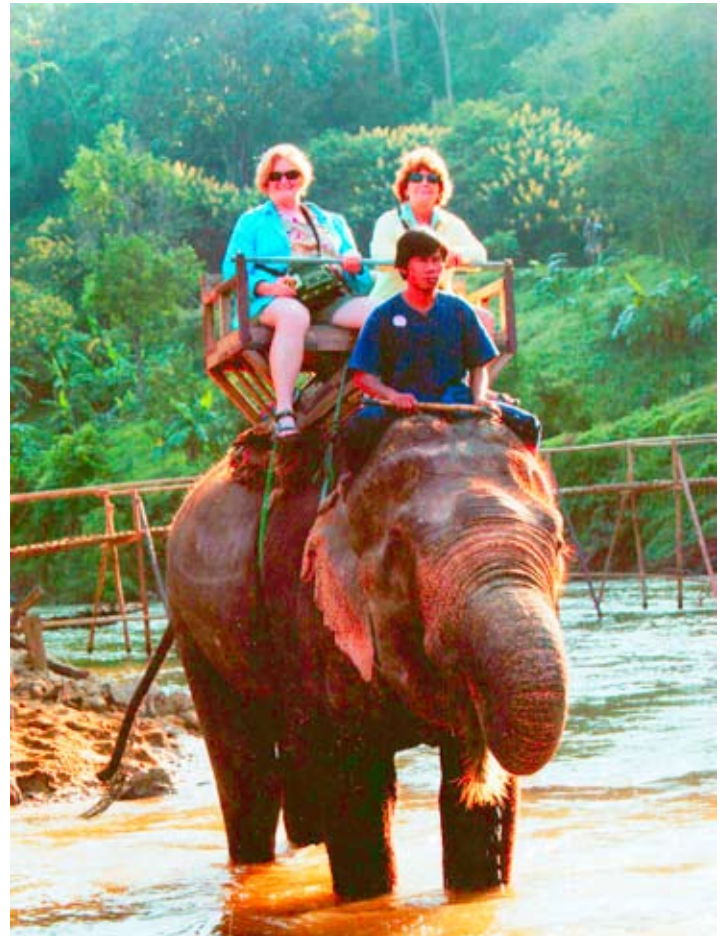
Exotic Adventure South East Asia Trip 2010

Photographs and story by Judy Hendrickson



Map identifying "ports of call" on the journey. Transport was by plane, boat, bus, ox cart, raft, one-cylinder farm trucks and every other means imaginable.

It all began during a discussion with friends (four 60+ ski gals) on our way up Little Cottonwood Canyon, Utah (to Snowbird) last March (2010). Susan said she was going on a trip to southeast Asia sometime in the fall of 2010 and did anyone want to go with her. Southeast Asia in this instance included Myanmar (Burma), Thailand, Laos, Vietnam and Cambodia. The trip was with a company I had heard a good deal about from Ellen Beck's parents, Overseas Adventure Travel (OAT). OAT (headquartered in nearby Cambridge, MA) is noted for its small groups (usually no more than 16) and for really getting you close to the people of the countries you visit. This was not a part of the world that was high on my list of places to visit, but I thought what the heck – here's an opportunity to see a part of the world with someone I knew, always more fun than traveling solo with a tour company. So I said send me a copy of the info on the trip and I'll think about it. Well, over the course of the next several weeks I reviewed the literature and costs and over a nice bottle of red Susan and I finalized our plans for a November 9, 2010, departure with OAT's Ancient Kingdom's Tour. We decided to



Judy and friend Susan on an elephant trek in northern Thailand.

pass on the Myanmar pre-trip extension feeling things were just too unsettled and thinking what, beyond the Bridge over the River Kwai, would we see there. We did opt for the post trip extension to see more of Thailand, particularly the northern area of the Golden Triangle and Chiang Mai. All in all we would be gone for some 25 days (Nov 9-Dec 2).

As for the big cities, it seems to matter not where in the world you are, big cities are like big cities anywhere – clogged with people and a sameness of high rise buildings and everything familiar down to the Burger King's, McDonald's and Kentucky Fried Chicken establishments. While traditional markets can still be found in the big cities, much is giving way to the western concept of "mall" shopping, albeit in a high rise skyscraper complex versus a sprawling 2 story mall of the American type.

Bangkok boasts both a subway system and a skyrail system to get you around the city whereas Vientiane, Laos, Ho Chi Minh City (Saigon), Vietnam and Phnom Penh, Cambodia rely on more traditional bus systems and tuk-tuk's (3 wheeled "cabs")



Hmong girl (15) with her child. Mountain village on road between Luang Prabang and Vang Vieng, Laos.

to get you around. While you still see the occasional pedicab/ rickshaw it is strictly limited to tourist use and restricted as to where they can operate (the governments having determined they were not only a hindrance to motorized traffic, but also a demeaning occupation not in harmony with the prevailing communist/socialist regimes – previous or present).

It seems everyone in Bangkok is driving a car. Traffic is horrendous. You can walk faster than you can make progress by vehicle during rush hour which seems to exist most of one's waking hours. Outside the city it is not too bad and 125cc motorcycles become the dominant mode of transport. In the other countries these 125cc motorcycles dominate everywhere as most countries have no in country motor vehicle production capacity and imports are taxed at 100% making even the cheapest vehicle beyond most people's reach. Despite the congestion, there seems to be very little in the way of traffic accidents, traffic comes across as some sort of controlled chaos. Everyone seems to be doing their own thing without regard to traditional traffic rules (vehicles are frequently in the opposing lane) but somehow manage to avoid one another. The most dangerous thing seems to be a pedestrian as what sidewalks that exist are frequently taken over by street vendors and/or used by the motorcyclists for an extra lane to maneuver through clogged streets. I do remember seeing one Porsche, a Cayenne, but for the life of me I cannot remember where – although probably Bangkok.



Stupa (burial chamber) within the Wat Phra Kaew complex (Temple of the Emerald [jadite] Buddha). Royal Palace grounds in Bangkok, Thailand.

The entire area is one of sharp contrasts between haves and have nots: modern conveniences we take for granted and near stone age/subsistence existence. Some basic facts about the area may help to put all of this into perspective. I certainly found them enlightening and helpful in comprehending what I saw. First of all this area is below the Tropic of Cancer and only 10° above the equator, think Havana, Cuba to about Guatemala.

Thailand

Size: About twice the size of Wyoming with a population of more than 66 million

Government: Constitutional monarchy, never colonized (used to be Siam and included what is now part of Burma, Laos and Cambodia)

People: Ethnic groups: Thai 75%, Chinese 14 %, other 11%; Religion: Buddhist 94.6%, Muslim 4.6%, Christian .7%, other .1%

Economy: GDP per capita - \$8100; population below poverty line 9.6%; labor force by occupation: agriculture 42.4%, industry 19.6%, services 37.9%

Laos

Size: Slightly larger than Utah with a population of nearly 7 million

Government: Communist, independence from France in 1949

People: Ethnic groups: Lao 55%, Khmou 11%, Hmong 8%, other (over 100 minor ethnic groups) 26%; Religion: Buddhist 67%, Christian 1.5%, other and unspecified 31.5%

Economy: GDP per capita \$2100; population below poverty line 26%; labor force by occupation: agriculture 80%, industry & services 20%

Vietnam

Size: slightly larger than New Mexico with a population of more than 89.5 million

Government: Communist, independence from France in 1945, reunified North and South in 1975

People: Ethnic groups: Kinh (Viet) 86.2%, Tay 1.9%, Thai 1.7%, Muong 1.5%, Khome 1.4%, Hoa 1.1%, Nun 1.1%, Hmong

1%, others 4.1%; Religion: Buddhist 9.4%, Catholic 6.7%, Hoa Hao 1.5%, Cao Dai 1.1%, Protestant .5%, Muslim .1%, none 80.8%

Economy: GDP per capita \$2900; population below poverty line 12.3%; labor force by occupation: agriculture 51.8%, industry 15.4%, services 32.7%.

Cambodia

Size: slightly smaller than Oklahoma with a population of nearly 15 million

Government: Multiparty democracy under a constitutional monarchy (1993), multiple forms of government including Kymer Rouge – Pol Pot genocide regime and occupation by Vietnam since independence from France (1953).

People: Khmer 90%, Vietnamese 5%, Chinese 1%, other 4%; Religion: Buddhist 96.4%, Muslim 2.1%, other 1.3%, unspecified .2%

Economy: GDP per capita \$1900; population below poverty line 31%; labor force by occupation: agriculture 67.9%, industry 12.7%, services 19.5%

Now that you have some background perhaps the following photos will have more meaning. First, the tourist sights are all about the Wats or temples. These countries are historically and currently strong Buddhist nations. Temples were built of stone, and housing, whether for the common man or the kings, were built of wood. So what remains from antiquity are the temples as the palatial residences of old have long since rotted away in the tropical climate. Despite the low economic level of these nations, we were told the literacy rate in all the countries was well over 95% and we did see schools most everywhere we went with English being taught beginning in the early elementary grades. Also despite the economic level and poverty rates, the people seemed happy, a contentment I grew to believe was somehow related to the prevailing Buddhist philosophy followed by most of the people. It seemed to me to be somehow tied into the Buddhist belief in reincarnation and the belief that the life you have now is reflective of what you were/how you acted in the past life and thus there is little you can do to change it. Thus there would seem to be motivation for the have nots in this life to “make merit” (do good things) to improve their next life, but little incentive for those who are successful in this life to do for others (whose fate is determined by their past lives) as how can they improve their lot in the next life when they feel they have already achieved success (save for those of a true religious nature seeking to achieve nirvana). Perhaps this is a naïve western view of what I saw, but it is how I was able to rationalize the disparity in what I was seeing.

One of the things I was struck by in viewing so many of these ruined temples was the industriousness of these ancient kingdoms and their ability to build such large complexes in relatively short periods of time compared to what was happening contemporarily in Europe. Most of these ancient structures were built between the 8th and 14th centuries. Angkor Wat, the largest religious structure on earth at over a mile square, took less than 100 years to build compared to over 300 years for St Peters. I can only conclude that the populations of these areas were immense compared to medieval Europe and far more advanced in their knowledge and skills. Of course, Europe eventually woke/caught up and the southeast Asian kingdoms collapsed but are now emerging along with the rest of Asia as a future seat of great commercial power.

Unlike other tour company trips I have taken that are principally focused on “seeing the sights” OAT delivered as advertised to expose us to the people of this region as well as show us the historically important/popular sights. In that sense it is perhaps one of the most memorable trips I have or perhaps ever will take (barring going on another OAT trip elsewhere in the world). Perhaps it is because I did not know much of this area’s history beyond the modern day happenings of my adult life (French colonialism, Vietnam war, Kymer Rouge, *the King and I*, etc) that I found this trip so enlightening, but whatever the reason I will be forever thankful that I took the opportunity to see this beautiful part of the world before it all disappears in modernity.



Wat Phra Si Sanphet, Ayutthaya, Thailand, 1499.



Angkor Wat, Cambodia. Built in the 1100's Largest religious building in the world, one mile square.



MBK mall, Bangkok, Thailand.



Above: Hmong children. Mountain village along road between Luang Prabang and Vang Vieng, Laos. Below: Night market in Luang Prabang, Laos. Morning market in Luang Prabang, Laos.





Hank Cowles' 1967 Monte Carlo Rally 911. Photograph by David Churcher.



Hank Cowles' 1967 Monte Carlo Rally 911

Story and Photographs by David Churcher



One of the advantages of being a bit over 55 is occasionally being able to spend most of a Saturday with an equally old colleague doing "do you remember when ..?" And, of course, even at 55 plus we boys have our toys and we like to share them and our enthusiasm for them.

Do you remember when Porsche encouraged private owners to build cars for racing and rallying? Do you remember 1967 with enthusiasm? Have you experienced driving a 1967 Porsche? They were built then, as they are now, perfect ... and a joy to behold.

NCR member Hank Cowles recently decided to acquire a new item. A "new" 1967 Bahama Yellow rally car. It's not a "restoration" nor a "preservation" but a car "purpose built" to the 1967 specs starting with a suitable body and adding all new old stock original parts. And also adding a few improvements.

This car was featured in EXCELLENCE in their December 2008 issue. The article and photographs by Peter Linsky describe the efforts of Greg Bennett to find a suitable short wheelbase 911, without a sun roof, for his build project. The car later changed hands and was purchased by John Audette in Oregon. Further



The sun came out ... and I heard music ... trumpets.

mods and improvements were made and configurations for traffic, hill climb or track were built. The engine has RS 2.7 pistons, 930 lower valve covers, and gun drilled torsion bars from California.

John Audette made the car available for sale after having enjoyed it and having some show wins with it. We understand John is an entrepreneur, specializing in internet marketing and he plans for the proceeds of the sale to go towards funding another venture. Hank became interested in the car a few months ago. One night while we were driving to an NCR "spontaneous" dinner I was able to watch a video interview on Hank's iPhone, made by PCA's Manny Alban interviewing John at the Legends of the Autobahn event in Carmel. It was clear this was a great find.

A quote from Hank: I bought the '67 from John. John is a member of the early 911S Registry forum, and has owned a number of early Porsches. He had some postings regarding progress on his 1967 911 'sports purposes build' project to Porsche's specifications. I happened to see his interview with Manny Alban at the "Legends of the Autobahn" meet in Carmel, CA, which was a direct link from PCA's website. Shortly thereafter John posted that he was raising money to start an internet website to assist not-for-profits in fundraising, and was selling "Stubby," his 1967 rally build. About a couple of weeks later I contacted John and we agreed on purchase.

The weekend of January 8 was expected to be a snowy weekend. It wasn't for us here at the NCR Board meeting but for Hank and Ivy it was a long drive with a big trailer to bring the 911 from Lexington, KY, to New Hampshire via Buffalo, NY. I received an enthusiastic phone call to say it was in New Hampshire and to arrange our photo shoot. Ivy's initially proposed a mid-week shoot but that was not going to work ... it gets dark too early. But Saturday ... ah, yes. We made our plans to begin at 9:30 am and be done by 2:00 pm ... in time for the football game.

But it was not to be.

The engine had been fired up a few days earlier and the battery had been on a trickle charger. But on this cold, cold Saturday the engine would not crank over. Hank was undaunted and called for Ivy to steer the car out of the trailer while he gently nudged it on its way. As it left the trailer the sun came out and I swear I heard trumpets. Here was a beauty, a real beauty, now in the New Hampshire sunshine.

And next?

We walked around it, bent over it, touched it, peeked inside,



The sticker on the window says it all.

opened the hood, opened the engine cover ... all the time making ooh and ahh noises. Boys and their toys. But boys who can appreciate these toys.

A colleague's Hyundai was borrowed as a means to charge the Porsche. Something wrong with that image but in times of need one must do what is necessary. After a half hour the Porsche would still not crank. So we left the two cars there and retreated from the cold to have some coffee. By the time we returned to the cars the football game schedule was under threat. But the Porsche was now our priority and we were determined to hear that motor. Our luck was in ... a few dubious rumbles and then the music ... not trumpets ... a Porsche flat six with a "special" muffler making a low sweet rumble. The faces on the "boys" lit up.

Between the coffees and the starting attempts Hank had mounted the snow plow on the truck and made a "Monte Carlo" road through the woods. We had our plans for a cover shot. The Porsche was now running smoothly and looked in its element in the pristine snow. Hank's smile was getting wider by the minute and after a few "laps" for the camera he pulled over and said: "David, you have to drive it."

I have a sort of fear about driving another person's pride and joy. But in this case I threw such thoughts to the wind. For the

previous hour or so my mind was reflecting on 1967 and the events of that year ... I was living in Montreal, I was a Porsche nut at that time. This beautiful machine was being built in Zuffenhausen while I was at Expo 67. A time capsule.

Drive it I did. Pure joy. Those huggy seats, the small steering wheel, the view over the hood, the rumble of the 2.7 ... pure joy. If I thought I could have gotten away with it I would have headed to the hills. Porsches are perfect and they did not get that way just recently.

Thoughts of football were long gone. The sun was getting low. Our photo shoot was done. What to do? Open a red and sit and talk about the good old days, do you remember when, how perfect Porsches have been for as long as there has been Porsches. I tried to explain to Hank I have a similar feeling about Nikons and how I love my old Nikon F and admire the old SP. But I could not distract him. He was just fixated on his new Porsche.

The EXCELLENCE article is worth a read if you can locate a copy. It gives a lot of details on the build. Another excellent read is a Porsche factory publication Hank picked up describing how to

modify a 1967 911 to suit various configurations. In those days you could opt for a custom gear ratio set for just DM450 extra (about \$200). The book (see photographs) is a simple production in type writer font, presented in a plastic binder, but filled with technical details. It is a fitting addition for the owner of such a 911 to have.

As our day wound to a finish Hank made the comment on how privileged he feels to have this 911 under his care. The word "own" did not get used ... more a feeling of being privileged to be able to take care of it for some time. As the famous watch commercial says: we do not own such things, we take care of them for the next generation.

If you are interested in a little more background on the car and the build process, it is at www.audettecollection.com/306607.

Throughout this article I have been referring to boys and toys (plural) and with a reason too. During a recent cause for celebration this photographer acquired a long admired toy ... a Nikon 85mm f1.4. The accompanying photographs were all made with the new toy. :-).



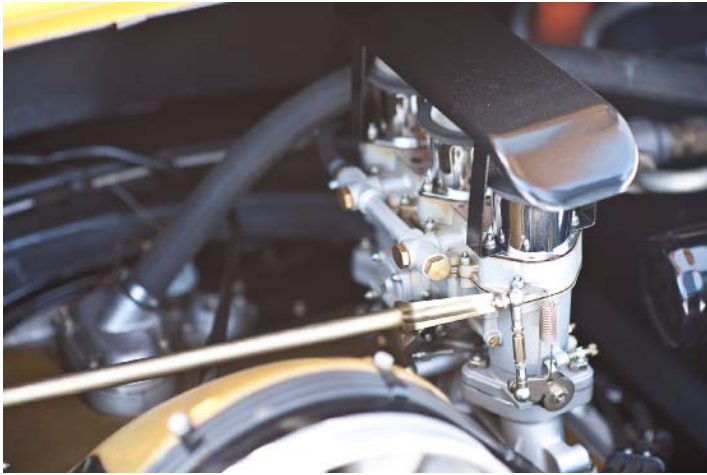
Traditional Porsche layout but smaller steering wheel.



Real rally equipment ... circa 1967



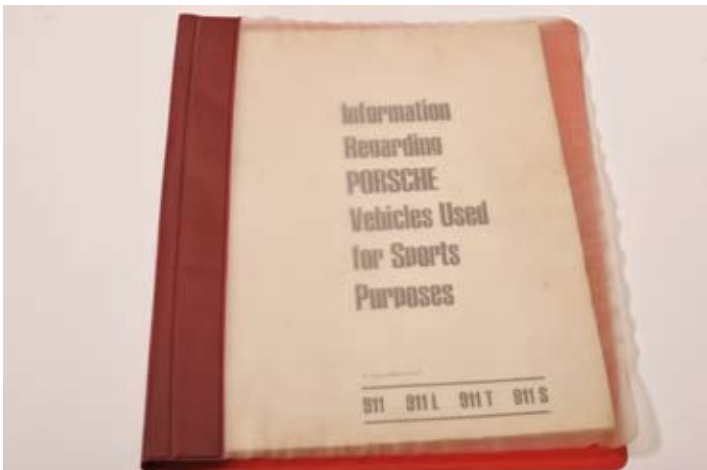
Two CIBIE lights to make the dark a lot lighter.



PMOs ... to add to the music.



... and Dunlop racing tires ... note the 60s pattern.



The very expensive Porsche document ... filled with tech.



The EXCELLENCE article. A must read ...

2010 Yankee Swap



Ivy Leonard continues from last month recounting the day of the Yankee Swap 2010

Wow, a month has gone by already and so it is on to the second installment of my Yankee Swap article. Last month we left off as we were about to begin the gift swap...

For those of you unfamiliar with Yankee Swap 'rules', all participants bring a wrapped gift and then draw numbers to see who will be first to unwrap a gift. Subsequent gift openers then have the option of keeping their gift, or trading – pirating is probably a more appropriate term – their gift for one already in the possession of another swap participant. The rounds continue until all gifts have been opened. The rules (known also as Swap Instructions for Proper Etiquette, or 'SWIPE') provide a loose structure for the competition, and generally are successful in avoiding direct confrontation between celebrants.

There is a great advantage to drawing number one, which in this case yielded a very nice birdfeeder. Although the feeder changed hands a number of times as the rounds continued, the person drawing first has the opportunity to make the last swap after all gifts have been opened and swapped.

The pirating was exciting with gifts reclaimed three or four times per round. Few true participants allow friendships to get in the way of an aggressive gift capture! It was anyone's game, and

the offerings were diverse, gifts ranging from car items to wine, beverage sets, a collection of Porsche Parade shirts, a very nice collector key-chain, New England Patriots apparel, and much more. As in the past, some of the most spirited swaps, if you will, involved bottled goods!

It appears that Ann had her mind set on Frangelico! I am sure Steve - loving husband that he is - promised to get the beverage back if it was swiped by someone like Lisa or Joe. And for sure there were some side trade agreements going on! Right Laura? Right Lisa?

The Porsche Parade T-shirts, Frangelico, and Kahlua swapped hands multiple times. I think at one point the Frangelico was hidden behind a Patriot's blanket, but that didn't work! The object of Lisa and Laura's agreement was founded on a scurrilous trade plan: Lisa would snatch the Parade T-shirts for Laura, and Laura in turn would get the Frangelico for Lisa. What a plan, and it worked!

As each gift was unwrapped I was given the bows so that I might serve, as in the past, as a living display of holiday spirit. These bows made a very festive outfit!

Also as in past years Laura Futterer and Hank Cowles renewed their annual competition for possession of the same item. This year their object was a collection of Porsche Parade shirts acquired over a number of years by our host Judy. And once again Hank was outwitted by Laura on a last second and highly disputed swap maneuver. But Judy assuaged Hank's ruffled feathers by emerging with a 'spare' Parade shirt.

Meantime Jack and I were in the kitchen filling our glasses with that delicious eggnog. For some reason the glasses emptied quickly, and we barely noticed Olivia's deft acquisition of the birdfeeder that started the swap off thirty-two picks before. Seems that Olivia had kept her eye on the feeder for the entire afternoon. Her old one had been damaged by a bear, and the repairs had not held up well, and although there were still a few picks to go, feeder and the seeds that came with it quickly disappeared under a table and out of sight.

Jack and I continued to entertain each other, Jack delighting in the eggnog with the disclaimer that 'Olivia was his designated driver!' He was disappointed that David (Churcher) was not able to attend and was looking forward to David's email with recommendations for Jack's planned trip to Europe and in particular his plans to attend the Grand Prix of Monaco 'without breaking my bank.'

The food was great, especially Olivia's special vegetarian bean recipe and of course I loved my chicken liver pate (with schmaltz) - I hope others did as well. David's Tiramisu was delicious -- we ate it twice -- once at Judy's and later at home: there was such a big dishful we couldn't finish it and transported it home in a plastic drink cup.

If you recall my opening installment in last month's issue Matt had carefully counted each ornament and light hung on both the large and small Christmas trees in Judy's home. Judy held a contest to guess the total number of ornaments and lights on each of the trees: Toni Surdam won the 'big tree' contest and Bob Futterer won the 'small tree' contest.

The 2010 Swap yielded a particularly lively and entertaining afternoon with all our Porsche friends. The food was exceptional and Judy was a wonderful host for the festivities. If you were unable to join us for this event check the calendar for other get-togethers planned for the months ahead. I hope to see you all soon!

To my knowledge as of this day, Cheese and Laura are still speaking to each other and I believe even hugged each other before departing.



Editor

...continued from page 7

rules somewhat to allow such vehicles and the Quattro became the car to beat. However, the rules change led to many highly modified cars participating in rallies – some that were extremely dangerous. A fatal accident in 1986 forced FIA to change the rules again and competition cars had to go back to being styled closer to their production model relatives. However, the way had been paved for those small purpose built cars, in both four-wheel and eventually all-wheel drive, to be made available to the public.

Rally itself evolved from a popular pastime to a worldwide, lucrative venture from the last decade of the 20th century to the present. Drivers in World Rally Championship (WRC) and Intercontinental Rally Challenge (IRC) are as popular in their circles as NASCAR drivers are in theirs, and by many accounts rally competition income is second only to Formula One. Some purists say rally has moved away from its grassroots beginnings. This may explain why historic rallies are becoming popular and organizers are resurrecting events such as Peking to Paris.

Regardless of what direction it has gone, rally still follows some basic principles depending on the type of event being run. Rallies are usually run on public or private roads where drivers go from one control point (special stage) to the next. The span between the special stages is the transport stage, where the vehicle moves under its own power within a set time limit. Speed challenges are the professional rallies based on speed over stretches of closed road courses. Various terrain provide a real test of a driver's skill and the car's capabilities. Road rallies are closer to the original events. They're typically held on open roads with the goal of accurate timekeeping, navigation and the car's reliability over long distances rather than getting from

point A to point B in the fastest time. Time-Speed-Distance (TSD) rallies, Rallye Monte-Carlo (and equivalents) and gimmick rallies fall into this category.

Similar to the questions given to participants in club rallies, professional rally drivers have pace notes. These are instructions that the co-driver calls out to the driver so the driver can calculate the road ahead and maneuver through effectively. Pace notes come in two categories: route notes and reconnaissance notes. Route notes are drawn up by the event organizers and given to all participants before the rally. This is typically done when drivers are not allowed to drive the course before the event. Reconnaissance notes are instructions that participants write up when they are allowed by the organizers to drive the course ahead of time. A very good example of a rally using pace notes can be seen in the film *Love the Beast*, a documentary about the Targa Tasmania.

So the next time you participate in a club rally think about the incredible history of this automotive event and how it shaped and improved many of the cars we see on the road today.



The New 918 RSR

Porsche Press Release



Press Release January 10, 2011

World premiere in Detroit: mid-engine coupé as a technology test bed Porsche 918 RSR – racing laboratory with even higher-performance hybrid drive.

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is continuing to extend its performance and high efficiency competence via intensive development work in the field of hybrid technology. With the Porsche 918 RSR, the manufacturer of sporty premium vehicles is presenting a high-end synthesis of 2010's successful hybrid concepts. The two-seater mid-engine coupé 918 RSR clearly reveals what happens when the technology fitted in the 911 GT3 R hybrid and the design of the 918 Spyder are transferred to a modern, innovative super sports car.

With its highly-efficient flywheel accumulator, the 911 GT3 R hybrid racing car proved to be an attention magnet during competition racing on the Nürburgring Nordschleife circuit, during the American Le Mans Series races (ALMS) in Road Atlanta/USA and the ILMC run in China's Zhuhai. It demonstrated its massive performance potential under realistic motor racing conditions against top competitors. The 911 GT3 R Hybrid, referred to internally as the "Race Lab" actually surpassed the high expectations of Porsche Motorsport. Competitiveness, high reliability and exemplary fuel efficiency combined with top performance underscored the Porsche technicians' basic idea of generating additional power in an intelligent manner. The 911 GT3 R Hybrid obtains its additional power from its own vehicle dynamics when braking.

Porsche is now transplanting this technology into the mid-engine coupé 918 RSR, the motor sports version of the 918 Spyder concept car.

From the tradition established by classic Porsche long-distance race cars such as the 908 long-tail coupé (1969) and the 917 short-tail coupé (1971), the Porsche designers created a link to the postmodernism of the "form follows function" philosophy. In the 918 RSR, the lines' elegant flow is dominated by muscular wheel arches, dynamic air intakes and a pulpit-like cockpit. A visible fan wheel between the ram air intake tubes and a rear spoiler with RS Spyder dimensions additionally emphasise the racing laboratory function. The new "liquid metal chrome blue" colour which has been created underscores the sculptured curves of the forms, whilst the typical Porsche hybrid orange colour on brake calipers and the body's longitudinal stripes lends remarkable touches.

Motor racing technology also dominates within the particularly light, torsionally stiff carbon fibre-reinforced plastic (CFRP) monocoque. The V8 engine is a further development of the direct injection engine from the successful RS Spyder race car and now offers an output of precisely 563 hp at 10,300/rpm in the 918 RSR. The electric motors on the two front wheels each contribute 75 kW, i.e. a total of 150 kW, to the peak drive power of exactly 767 hp. This additional power, which is generated during braking, is stored in an optimised flywheel accumulator.

In the 918 RSR, the two electric motors offer a torque vectoring



function with variable torque distribution to the front axle. This additionally increases agility and improves steering response. Mounted upstream of the rear axle, the mid-engine is integrated with a racing transmission also based on the RS Spyder race car. This further developed six-speed constant-mesh transmission with longitudinally mounted shafts and straight-toothed spur gears is operated using two shift paddles behind the racing steering wheel.

The vehicle's functional equipment underscores its puristic motor racing character.

Whether it be the characteristic doors which open obliquely upwards, the air intake in the roof between the wing doors, the quick-action locks on the front and rear CFRP lids, the two roof-mounted aerials for pit radio and telemetry, the RS Spyder-like small, lateral front flics or the air splitters beneath the front lip or no-profile racing slicks on 19" wheels with central locking, the vehicle can be clearly recognised as an experimental racing laboratory.

In contrast to the 918 Spyder concept car, unadorned racing atmosphere predominates in the interior of the 918 RSR. The figure-hugging bucket seat's brown leather covering cites the history of the gentleman driver; the gear flashes on the racing steering wheel and a recuperation display on the steering column in front of the display screen supply the pilot with information. Instead of the futuristic, ergonomically avant-garde centre console with touch-sensitive user interface from the 918 Spyder concept car, the 918 RSR's cockpit is split by a minimalistic console with rocker switches. Instead of a second seat, the flywheel accumulator is positioned to the right of the console.

This flywheel accumulator is an electric motor whose rotor rotates at up to 36,000 rpm to store rotation energy. Charging occurs when the two electric motors on the

front axle reverse their function during braking processes and operate as generators.

At the push of a button, the pilot is able to call up the energy stored in the charged flywheel accumulator and use it during acceleration or overtaking manoeuvres. The flywheel is braked electromagnetically in this case in order to additionally supply up to 2 x 75 kW, i.e. a total of 150 kW, from its kinetic energy to the two electric motors on the front axle.

This additional power is available for around eight seconds when the system is fully charged. In the successful 911 GT3 R Hybrid, this additional power can also be used as a consumption aid depending on the racing situation, e.g. to delay pit stops or reduce the fuel tank volume and therefore the weight of the vehicle.

With the new 918 RSR racing laboratory, Porsche is now elevating this motor racing hybrid concept to an experimental level. In the 918 RSR, "Porsche Intelligent Performance" equates to research into methods for further sustainable efficiency improvement under the intensified conditions of the race track, lap times, pit stops and reliability – a metier in which Porsche has been demonstrating its success for over 60 years.

Finally, the starting number, 22, pays homage to the anniversary of a further triumph.

Back in the days when overall victories in Le Mans were not yet an entirely routine matter within the Porsche racing department, the pilots Dr. Helmut Marko and Gijs van Lennep were the first to cross the finishing line in 1971's 24-hour classic. The distance record set by their Porsche 917 short-tail coupé – 5335.313

kilometres (3315.21 miles) at an average speed of 222.304 km/h (138.13 mph) – did not remain unbeaten for an eternity, but for exactly 39 years until 2010. At the time, the 917 in the Martini colours was also an experiment and far ahead of its time: a magnesium space frame set new standards in Porsche's lightweight construction domain.



BTW:

Just as *Northlander* is going to press news arrives to confirm the rumor of the disappearing 918 RSR at the Detroit show. The car was there for the press days and then when the show opened to the public the stand was empty.

We received the following piece in a email:

... confirmed that it was the Emir of Qatar who "commandeered" the car for the Qatar Auto Show.

Press days were Monday and Tuesday last week, and the car was shipped to Qatar Tuesday night before the public opening.

There was probably a few disappointed US Porsche enthusiasts at the show. Even those of us who did not go to the show felt the blow. It all proves: he who has the gold makes the rules.

But, hey, Porsche might consider a nice compensation to the US enthusiasts who have been ruffled by the bad manners. They might even send the car on a US tour ... hint, hint.

Looking Back

.. continued from page 14

DE before racing on them. DE "prepares" you for racing only in those general ways, however. For example, in DE we don't teach (or specifically learn) trail braking, heel and toe, throttle steering, late braking, left foot braking, drafting, passing in turns, race tactics, or ever explain tire choices, car set-up or things like four-wheel drift. We don't practice spin control or deliberately drive off line through turns in DE. Passing in DE is severely restricted. Medical and eye exams are not required for DE. Race-prepared cars are not required for DE. DE could be called conservative and predictable compared to club racing. Club racing is simply real racing. I'd describe club racing like running in a highly adrenaline and testosterone-infused, hyper-speed, hyper-charged red run group'. There are a few big egos, even some professional racers occasionally out there among us, (Law, Murray, Snow and others), many super fast cars, and everyone's in a really big hurry. Timidity or a lack of skills and concentration under these conditions will result in disaster very quickly. In general, however, it is loads of fun, always with lots of genuinely nice, interesting, talented people with whom you become good friends and look forward to seeing at every event ... just like DE!

What suggestions would you give to someone interested in Club Racing?

Barry: Work your way up through DE, try a race driving school, attend a few club races, and give it a try! It is a realhoot, but also needs to be taken very seriously. I am reminded of a fellow 914 racer at Road Atlanta last year. On the back of his car he had printed "It's better than sex!" If you can say that you're obviously talking about fun stuff. However, during the race he lost control in the downhill and nearly totaled his car in the pit wall. I suspect sex was looking pretty good by comparison that night!

Caryl: Go to the PCA Club Race website (www.pca.org) and download a [current year] PCA Club Race Rules book and read it. Attend a club race weekend as a spectator and ask about the experiences of the drivers there who have a car just like yours. Most significantly, get as much seat time and experience in DE as possible, particularly moving up into the advanced run groups at as many different tracks as you can. Get expert technical and mechanical advice about the race worthiness of your car. Ideally, enroll in a reputable road racing driving school that offers professional in-car instruction. In a professional program, you will learn far more about car control and race tactics from the pro than you can in DE. If you decide to try club racing: don't expect that "rookie" status cuts you any slack, and the rules are the rules; club racing is not run like a democracy or even like DE. Lastly, remember that having safe fun racing is not necessarily an oxymoron, it's really the whole premise of PCA Club Racing



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Feb 20	a	Sunday	Ground School
May 5	bg	Thursday	NHMS Normal DE & Novice Day
June 4-5	cg	Sat - Sun	NHMS
July 7-9	cdg	Thur - Sat	Calabogie
July 11-13	cdg	Mon - Wed	Mont Tremblant
Aug 26-28	cdefgh	Fri - Sat	Watkins Glen
Sept 16	g	Friday	NHMS

(a) HMS, Danvers..... (b) No students with more than 3 track days experience..... (c) Beer & Wine Social..... (d) NER's Signature Enduro (e) Embroidered shirts... (f) Italian dinner @ Lakeside Park... (g) Extended passing for Black and Red groups... (h) Buffet lunch in Media Center.

Questions about details? Contact Bruce Hauben, Track Chair at bmb993@porschenet.com or call 978-95-8517 before 8PM. Registration is quick and easy at www.clubregistration.net.

DE

...continued from page 11

Here is the NCR / NER / Zone 1 DE schedule for 2011:

Date	Track / Location	Region
20 February	HMS M'sport	NER
08, 09 & 10 April	NHMS	NCR
05 May	NHMS	NER
07 May	CCC / NHMS	NCR
04 & 05 June	NHMS	NER
17, 18 & 19 June	Watkins Glen	Zone 1
07, 08 & 09 July	Calabogie	NER
11, 12 & 13 July	Mt. Tremblant	NER
15 August	LimeRock	NCR
26, 27 & 28 August	Watkins Glen	NER
15 September	NHMS	NCR
16 September	NHMS	NER
10 & 11 October	NHMS	NCR



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BTW:

March 6th @ 12:30: New Safety Technology - North Country Regions very own Steve Gratton and Brad Davidson will be opening up Lovering Volvo in Concord to go over the latest safety technology in the all-new Volvo S60. There is even a rumor that there will be a hands on demonstration offered as well so not only will you hear about these advancements in safety, but you will also get to feel them as well. Lunch will be served as well by Lovering Volvo. Please RSVP to Steve Gratton by March 1st @ sgratton@tds.net and check out their web site @ www.loveringvolvo.com

April 23rd @ 10:30: New England Boat & Motor, Inc. - Mark Mason opens up his shop for NCR to show us why his shop is known around the world as a leader in antique boat building and restoration. Mark will show us his latest projects and share with us some of his stories and methods. This is a can't miss event that any gear head or anyone who appreciates the finer things in life won't want to miss. Please RSVP to Jay Gratton by April 18th @ JEG914@AOL.COM and check out their web site @ www.newenglandboatandmotor.com



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BTW:

Here is a tidbit from the Winter 2010 edition of Hagerty's Magazine.

Our own late Mike Amalfitano's 1972-1973 Porsche 917 Interserie Spyder was the TOP SALE at Bonhams Auction during the 2010 Monterey Historics selling at \$3.97 Million. **BUT** still no match for the 1959 Ferrari 250GT LWB California Spyder Competizione which sold for **\$7.26 million** at the Gooding & Company auction.



Snow and bitter cold did not hold back a cozy group that attended Jay and Matt's first spontaneous dinner January 25 in Manchester: attending was Janet, Jamie, Xana, Cheese (MAL), Ivy, Matt, Jay, and Rich. Our photographer was busy on completing February *Northlander* so we bagged a few pics on an iPhone.



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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

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 = 176,500, 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.

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

Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

SALE: * 2004 GT3 Black/black with approx 19K miles. VIN # WP0AC29924S692393. Full leather interior, red stitching on dash & door panels, console delete, Euro GT3 leather seats, Tequipment stainless steel roll bar w/Schroth harnesses, fire extinguisher, thicker steering wheel and many other extras. Four new Michelin Pilot Sports and front rotors installed in August. Factory leather seats and a set of Fikse FM10 wheels with Pilot Sports mounted also included. Maintained by EPE and garaged year-round with no Winter use. Photos available. \$56,500 - Steve Artick sartick@gmail.com or 781-272-7227

SALE: * 1986 Porsche 930 Turbo ... \$42,500. 33,000 miles, 3.4 RUF engine, 6 speed T-50 and LSD, original paint, full RSR coilover suspension, 935 distributor, Porsche Motorsport 962clutch, 995 Twin Turbo brake system. This car has over \$75,000 in mods, over 500 HP, and goes over 200 MPH ... KIM 603 679 8004, cell 603 765 9230

SALE:* 1984 GTI ITB - Well built and sorted ITB car with log book. Kirky racing seat, fresh black paint, caged with full racing suspension. Ready to race, ax, or DE. Built up and maintained by Shine Racing and Exotech. Many extras (engine, tranny, rims, etc.) Perfect car to start racing with! Car is located in Kennebunk, Maine. \$3,500/obo Jay Gratton @ JEG914@AOL.COM or (603) 498-8576

SALE:* Toy Story - reducing and restructuring inventory. The White Whale: 2000 Ford F-350 7.3L diesel, 176,000 miles, well maintained, Banks Stinger Plus kit, full ARE cap, available with or without like new Fisher 8' HD plow.\$14,000/BRO or \$17,000 with full plow setup. Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com

Toy Story II - 2005 Featherlite model 4926 24' all aluminum enclosed trailer, white, wired, fluorescents, front upper and lower cabinets, internal a/c, ramp extensions, excellent condition in and out, less than 5k miles. \$10,000/BRO Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com pictures available upon request for both .

Be looking for additional toy story items for sale next month.

SALE:* 1992 Porsche 968 Coupe, 94K miles, Coral red metallic /grey leather, 6- speed manual. Two owner.Two sets wheels/tires. Complete service bible. Original monrone sticker. Local car 1st and 2nd owner. Excellent condition.No track. Original condition. No alterations.\$11,000.00 Harry D. Robinson (603) 335 3024, (603) 617 9930 (C)

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BTW



A memorable photograph from the Porsche Museum. Paul Ernst Strähle with a 356 B Carrera Abarth at the Targa Florio, 1962.

Photograph by Presse Porsche.

NEXT MONTH

Next month is March. A month closer to spring and NCR is warming up. For our March issue we will have Kevin Bobbit's coverage of the Daytona 24 hour race. David Churcher will have some more material from The Great Southern Land. And, we have just received a contribution from **The Far Side Of 65**.

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