

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 11 Number 9

September 2011



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Summer Ramble  
Porsche Parade 2011  
NCR Bylaws  
Sentimental Journey Part 2



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# NORTHLANDER

NORTH COUNTRY REGION  
Volume 34 Number 9

PORSCHE CLUB OF AMERICA  
September 2011

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## On the cover



*Ivy was not defeated by the heat at Parade and brought back a series of great shots of the cars. Here is a snippet of the winning 917.*

*Photograph by Ivy Cowles.*

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 46 for advertising rates.

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## CALENDAR

**10 15 16**

SEPTEMBER 2011

AT A GLANCE

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Time</b>	<b>Contact</b>	<b>Email</b>
<i>Sept. 13</i>	<i>Board Meeting</i>	<i>Flornce's Rest. Merrimack</i>	<i>6pm</i>	<i>Jay Gratton</i>	<i>president@ncr-pca.org</i>
<i>Sept. 15</i>	<i>NCR NHMS</i>	<i>NHMS, Loudon, NH</i>		<i>Mark Watson</i>	<i>drivers-ed@ncr-pca.org</i>
<i>Oct. 2</i>	<i>Fall Rally (NCR)</i>	<i>Lake Sunapee Area</i>		<i>Jim Gratton</i>	<i>rally@ncr-pca.org</i>
<i>Oct. 8</i>	<i>NER Autocross</i>	<i>Ft. Devens, Ayer, MA</i>		<i>Cuan Coulter</i>	
<i>Oct. 10-11</i>	<i>NCR NHMS</i>	<i>NHMS, Loudon, NH</i>		<i>Mark Watson</i>	<i>drivers-ed@ncr-pca.org</i>
<i>Oct. 11</i>	<i>Board Meeting</i>	<i>Florence's Rest. Merrimack</i>	<i>6pm</i>	<i>Jay Gratton</i>	<i>president@ncr-pca.org</i>
<i>Oct 21-23</i>	<i>NCR Fall Get-A-Way Get-A-Way</i>	<i>see page 28</i>		<i>Richard Wiley</i>	<i>social@ncr-pca.org</i>

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](http://www.ncr-pca.org)



## Jay Gratton

At the end of July I took the “Wacing Wabbit” down to Moore Air Field in Devons ...

I find it shocking that the summer has slipped by us and we are already starting to talk about our upcoming fall events. It seems like yesterday that Paul Tallo was dazzling us with his Spring Rally adventures and that we were worried about running our DE season opener with snow tires at the beginning of April.

Over the course of the summer, NCR continued to offer its 500 plus members an all you can eat buffet of events with a hearty helping of AX, ice cream runs, DE events, a car control clinic, rambles and multiple concours. And that simply wraps up just the summer. In July, our first car show was held at Porsche of Stratham where over fifty gleaming Porsches were on display for all to enjoy. With a surprise victory going to John Dunkle in his '95 993C4, this proves that anyone can win a Concours. A special thanks goes to Harry and Kathy Robinson, all of the Porsche of Stratum family and NCR's JJ Dunkle for helping to make this event possible.

At the end of July I took the “Wacing Wabbit” down to Moore Air Field in Devons, for one of NCR's outstanding AX events. All seventy-two drivers, including twenty-five newbies, were treated to eight runs on a picture perfect summer day. If you haven't yet been to an NCR AX I highly recommend experiencing why Joe Kraetsch and company put on the best program in ALL of PCA. I especially enjoyed this one because I brought along my good friend, Ryan O'Connor, who is an English teacher at Windham High School, and let him experience the thrill of high performance driving. The grin on his face over the course of the day continued to grow as his times drastically dropped. Even though he may not have won a trophy, the experience was reward enough for Ryan. There is still plenty of AX excitement this season so I encourage all members who are considering it to come experience the same enthusiasm that Ryan felt.

On August 6, Jim and Deb Gratton's Summer Ramble gathered twenty-six Porsches and over fifty members at Porsche of Stratham for a leisurely drive along the seacoast. Of the twenty-six participating cars, twelve were first time event attendees. Lily, my navigating Pitbull, and I thoroughly enjoyed the coastal tour that ended at the Ice Haus on New Castle Island.

Even though summer has come and gone there are still plenty of events to take part in over the course of the fall. On September 11<sup>th</sup>, you can attend that AX you always wanted to try. Then on September 15<sup>th</sup>, NCR returns to NHMS for another track day. If you have not had the opportunity to attend a DE event this would be a great time to try it out.

On October 2<sup>nd</sup>, Jim and Deb Gratton will be hosting the NCR Gimmick Rally. It is running up around Lake Sunapee and will end at a restaurant in the area. An added bonus for this event will be that our PCA National Zone 1 Rep, Jennifer Webb, and her husband Scott will be traveling down from Toronto to experience one of NCR's many first rate events. Check the NCR website for more details.

On the weekend of October 21-23<sup>rd</sup>, Rich and Marilyn Willey will be hosting the NCR Fall Get-Away. This year it will be held at Stratton Mountain Inn in Bondville, Vermont. They have a wonderful weekend planned of dinners, driving tours, relaxation and as always laughter. NCR has rooms blocked off, please look in the *Northlander* and/or the NCR website for details.

I can't recall a year that NCR has had such tremendous turn out of members attending their first events. It has been such a joy meeting so many new faces for the first time. By getting new members involved, this is what makes NRC the greatest and most evolving region. Please make this fall the season that you attend your first NCR event. Until then, drive safely.





## Tracey Levasseur

It is those little things that stick in our memories as truly "summer in New England."

Ah, the autumnal equinox arrives this month. Where did the summer go? As our brief but wonderful summer draws to a close I think back to some of the things which define the season: the lake camps occupied once again with families and friends, the smell of barbecues wafting from backyards, wet kids walking back home from swimming at "the rec" and the long lines wrapped around every ice cream stand. And as frustrated as we may get at the congested streets and as much as we complain about those humid days when just walking out of an air-conditioned building will take our breath away, it is those little things that stick in our memories as truly "summer in New England."

But that is not to say that fond memories should turn our thoughts to melancholy as the shorter, cooler and less humid days of autumn beckon. On the contrary, autumn, for many in New England, is the favored season, replete with its own set of fun times. It's after Labor Day that most of us native Mainers get to reclaim our beaches. We anxiously await the time when there are no longer throngs of "out of staters" staking claims on every square foot of sand with lawn chairs, umbrellas and volleyball nets so we may smell the salty air and enjoy a good seafood restaurant before it closes for the season. We can stroll with our dogs without fear of spraining an ankle in a hole dug by some kid trying to "catch the tide" in it or get reprimanded for kicking up sand on a rotund sunbather laying on a beach towel.

The aromas of summer's fresh mowed lawns give way to those of crisp mornings as we hike through the woods and falling leaves. The sweet smell of hot fudge sundaes and the tang of mustard and relish on a grilled hotdog are soon forgotten when those first apple and pumpkin pies come out of the oven.

We also get our roads back in the fall, at least for a while before foliage peaks. Early autumn allows us enough warm days to drive casually over scenic byways with the top down or the roof full open. Of course, we New Englanders can prolong that time by driving top-down, windows all rolled up and the heat on full blast. But I digress.

NCR has provided its membership with ample opportunity to enjoy all the sights, smells and tastes that define autumn in New England. After all, what better way to experience this popular season than with like-minded Porschephiles? On September 24, a winery and vineyard run is scheduled. Vineyard tours are quite popular in the fall and with the increase in local wineries this should prove to be a busy run. For details, see the ad in this issue and watch for email reminders.

In October, when the lakes are quiet and many camps are closed up until the spring, autumn's colors begin to show. The sleepy communities around those lakes are perfect destinations for a leisurely cruise. The Grattons have organized a rally for October 2 that will take participants through those quaint towns around New Hampshire's Lake Sunapee. Some of the best fall days (and nights) occur in October so keep that rally in mind. For more information see the ad in this issue.

Vermont might be considered one of the premiere destinations for autumn activities. It may have "Green Mountains" most of the time but in late October many of those greens turn red, orange and yellow. NCR's Social Chair Rich Willey has been busy organizing a fall get-away in Vermont for October 21 through 23 at the Stratton Mountain Inn. This event gives participants the opportunity to leaf peep, dine on autumnal fare, enjoy social activities and drink some hot mulled cider (if that's your fancy) all in a relaxed setting and while the weather is still quite pleasant. Because remember, by November you won't have time to enjoy those weekend cruises as you're raking leaves and winterizing the home and summer "toys." For details on the Fall Get-away please read the full write-up on page 18.

I hope you all enjoy the months of the autumnal equinox, whether you're cruising to the lakes or the mountains, picking apples or canning vegetables, drinking mulled cider or sampling wine. Remember that NCR has activities to add the social aspect to those things that define fall in New England.



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## MEMBERSHIP



**Bob & Laura Futterer**

### **New Members:**

Robert E. Adams  
Elizabeth Adams  
Alstead, NH – 2009 911

Arthur Karabelas  
Jackson, NH – 1989 964

Douglas R. Keslin  
Tyrelle Keslin  
Meredith, NH – 2003 996 Turbo

### **Member Anniversaries:**

#### **1 Year:**

Stephen Chardon  
Franconia, NH – 1992 911

Derek G. Drouin  
Nashua, NH – 2008 Cayman S

Stephen Hoffman  
Carrie Hoffman  
Keene, NH – 2001 Boxster S

Andrew Kessel  
Mark Dudek  
Boston, MA – 2007 Carrera

Edward Mansing  
David Duhamel  
Portland, ME – 1988 944 Turbo

Tim Mauro  
Karlina Lyons  
Portsmouth, NH – 1986 911T / 1953  
356  
Transferred from Northeast Region  
Joined PCA 06/01/1996

Richard M. Saito  
Lyme, NH – 1974 Carrera

Christopher Walsh  
Leah Bajc  
Nashua, NH – 1999 Boxster

#### **2 Years:**

John B. Dunkle  
Kayla Dunkle  
Rochester, NH – 1995 993

Brian V. Goss  
Suncook, NH – 1983 928

Richard L Willey  
Marilyn Willey  
Atkinson, NH – 2007 Cayman

#### **5 Years:**

Sean B. Reilly  
Karen Reilly  
Rutland, VT – 1978 911

#### **10 Years:**

David Bissonnette  
Sheila Bissonnette  
Rye, NH – 2001 911 / 2004 Cayenne

Tyson Duve  
Peter Duve  
Windham, NH – 1994 911

#### **10 years cont.**

David E. Karl  
Kristin Karl  
North Conway, NH – 1995 993

#### **15 Years:**

Wanda Banks  
Charles Wicker  
Woodstock, NH – 1989 944T

#### **25 Years:**

John R. Perkins  
Merilee Perkins  
Shapleigh, ME – 1983 911 / 1972  
911

George A. Rief  
Craig Rief  
Durham, NH – 1989 944

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



Matt Romanowski

## WIDE OPEN

Things are also starting up on the Winter Tech Session Schedule ...

I can't believe it's August when I'm writing this! Where has the year gone? Summer is almost over! I guess the old saying – time flies when you're having fun – applies. It's been a fun traveling summer, a fun Porsche summer, and it's about to be a fun boating summer. There are still lots of projects to be done this summer, but that only leaves me about a month to get them done, so I better get crackin' on them.

NCR has had a very busy summer. We've had our ice cream run, our car show at Porsche of Stratham that ended up with ice cream, our summer tour that ended for lunch and ice cream (hmmmm...I'm noticing a pattern). We've also had our Canadian DE swing with people traveling to Calabogie and Mt. Tremblant. Autocross has been in full swing with a couple of events.

Coming up, but done before you'll read this, we'll have our Lime Rock DE and the New England Exotic Car Show. The Zone 1 Autocross will also be completed. Special thanks go out to Joe Kraetsch and his team for putting on the event for the Zone. We'll also have another stop on the tour that is Jay and Matt's Spontaneous Dinners. If you haven't made one of these dinners, you're missing out. They are a great time for people to get out, enjoy some good food, and make some new friends. It's been great for Jay and I to meet new members and see them coming out to more events. NCR really is like a big family and it's fun to get together with everyone at events.

A little further out into September we'll have our final AX and a DE at NHMS. Social Chair Rich Willey is also looking at adding in another ice cream run, so watch the website and email blasts for details. Oh, you don't get the email blasts? Well, then sign up at [www.ncr-pca.org](http://www.ncr-pca.org) to get the most up to date info and reminders of upcoming events.

October brings up our final DE at NHMS. The month will also include our Weekend Get-Away which is lining up to be amazing. I know that Xana and I are looking forward to heading out to Stratton, Vermont. After that event, the next big one is the Annual Banquet on November 5<sup>th</sup> at the Cochecho Country Club in Dover. Check upcoming *Northlanders* for more details

on the banquet and watch you're mail in October for your invitation!

Things are also starting up on the winter Tech Session schedule. It's amazing to think that things are already starting to be planned, but we are aiming to get the schedule finalized and all the info out in October, so the planning has to start. If you have any great ideas on events, please shoot Jay or me an email and we'll see what we can do to get the event included.

Wow, that's a lot of events that we've already had and that are still coming up. It makes me feel a little better that I've been behind on other projects. I still have to change our side door on the house and renovate a bathroom. Luckily, it looks like those will get done pretty soon. The goal for completion of everything is early fall, so I think I can get it done.

One project that is about 4 months behind is getting the sailboat in the water. We started working sanding and putting new bottom paint on about 2 weeks ago and tomorrow is the launch date for this year. That will only leave us about 2 months of good weather for sailing, but that is better than no sailing for the year. One problem was that some mice in my shed took a taste for PVC over the winter and chewed a hole in my inflatable dinghy. Two trips to New Bedford, MA, and the hole has been expertly repaired and the dinghy is ready for another year. It should be the nicest inflatable on Lake Massabesic this year after I've sanded, re-epoxied and varnished the floor boards and seat. Hopefully they are bright enough that we'll have to wear sunglasses just to look at them!

The final thing I want to write about is the copy of the proposed by-Law changes for NCR. Please take the time to look through them. I think the format that Judy Hendrickson, Hank Cowles, and Edgar Broadhead came up with is easy to read and allows you to see what changes are being proposed along with the reason. Most of the changes are being done to either clean up some of the rules the region is governed by or to update what

continued on page 35...



## Mark Watson **MY SPIN ON THINGS**

we have three more days remaining at NHMS. The next event is September 15...

I thought I was going to be able to tell you how great our August Lime Rock event was but David and Tracey put the pressure on to have the September article submitted two days before the event occurred. I think they have figured out that I tend to procrastinate writing the column so my grace period has ended.....Bummer.

We appear to have a great turnout for the Lime Rock event but I am not so sure about the weather. It was beautiful the few days before the event but my iPhone predicts thunderstorms. Let's hope the weather gods smile on us and give us at least half a day of beautiful weather. If not, it will be time to demonstrate how smooth we all drive; smooth application of the brake, smooth acceleration and smooth turn-ins and track outs. There is always something to practice and improve upon when you get into your Porsche (or any other vehicle).

Here's a brief update on the Kojote Watkins Glen event at the end of July. This was an open event where there were no restrictions on cars that could participate. I would say at least 25% of the cars were Porsches but there were several race prepared Ferraris, Corvettes, and Indy platform based car and many other exotic styles. For the most part, the more exotic the car, the more time is spent working on something in the garage. They are beautiful and ungodly fast but I think I'll stick with my RS America and enjoy actually driving it on the track.

Kojote events are for advanced drivers only so there are no run groups and once the track opens, you can enter and exit as you wish. If you are an advanced driver and find you need/want to spend some time to test and tune your car, consider a Kojote event. The people who attend are great and conduct themselves in a safe manner.

Since I can't tell you about the August LRP event in this column, I'll remind you that we have three more days remaining at NHMS. The next event is September 15, and the final event is October 10 and 11. Remember that NER is hosting an event on September 16, so make sure you register for both days. NER is also hosting a three day event at Watkins Glen on August 26 through 28. I highly recommend you register and get some track time at one of the world's greatest tracks. I'll be there!

A couple of items came up during our April event that I will call to your attention:

1. The Checkered Flag is the exclusive provider of all food, beverage and related services at NHMS. We are not allowed to bring into the facility any food or beverages without consent of the track management. I was told that a few folks purchased lunch off track and then went into The Checkered Flag to eat. There is no problem bringing your lunch or even going out and buying a sub but if you do go off site, you must not take the food into the restaurant.
2. We love to have you bring your sons and daughters to the track. They are the future of North Country Region so we encourage you to bring them and show them how wonderful it is to spend the day at the track with friends and your (and maybe someday their) car. Our contract requires that they be supervised at all times and that they should not be on wheeled means of transportation during on-track activity. Tommy (NHMS Track ops manager) brought to my attention that we had some bike riders moving through the paddock area at some pretty high speeds and nearly ran him over. Please continue to bring your children to our events but make sure you talk with them regarding these rules.

That's it for now, keep your fingers crossed for the LRP weather and make sure you are registered for the remaining NCR and NER events. Believe it or not, the driving season is at least half over and before long we will be shoveling snow. Ugh....

As always feel free to contact me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with any questions, comments or suggestions that can help make our DE program even better.

Until I see you at the track, please stay safe!



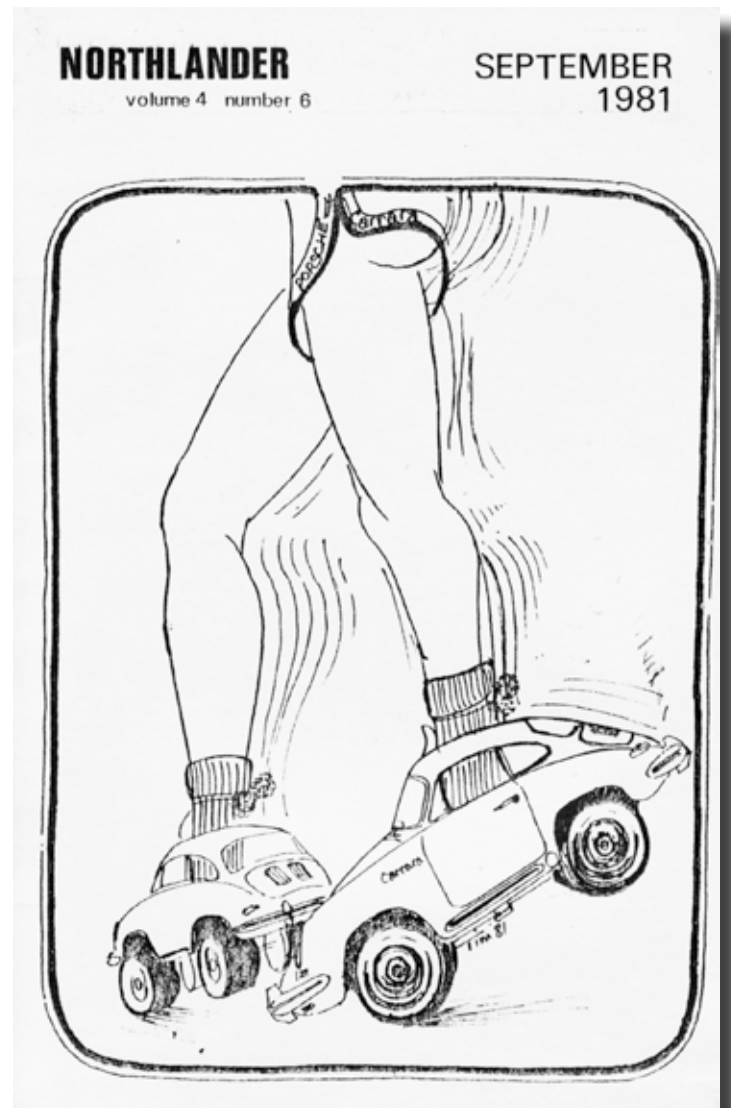


## Judy Hendrickson **LOOKING BACK**

September 2001 saw *Northlander* still in the booklet format and 32 pages plus cover ...

The September 1981 *Northlander* cover gave new meaning to skating around. Tim Bent, creator of our NCR logo, was in rare creative form giving new meaning to "rolling around". This was a small issue, consisting of 16 pages plus cover in the old 5.5 x 8.5 booklet form. Content included a push by then PCA Legislative Liaison Chair, Bob Rassa, for members to write their Congressmen to support a bill that would relax emission standards back to 1980 levels. Benefits of this relaxation were argued to be better fuel economy and improved performance. Side effects of the relaxation would be auto makers would not have to resort to catalytic converters to meet emission standards and leaded gas would still be useable allowing for increased mileage and performance. Oh, the good old days! (Ha!) Pine Hill Automotive was selling used 914 weber carb set ups, complete for \$125 and new 914 rear brake rotors were only \$42.50 each. Part 2 of a 3 part installment on "A Guide to Car Stereo" by Mike Ahearn was featured along with a recount by Dick Currier of the 7<sup>th</sup> Annual 28 Hours of Watkins Glen — seems it was a pretty rainy affair and participants were working flagging stations back then. Seneca Lodge was then as now a favorite haunt for dining. Finally, there was a reprint of an article from the *Bent Pylon* on changing your master cylinder.

The September/October 1991 issue of *Northlander* featured a picture (by Don Osborne) of Derek Bell with the new Porsche 966 Spyder. Both were present at the 1991 Porsche Parade held in our back yard in Danvers, MA, that year. There were a number of articles about member's experiences at the parade with many members coming away with Parade hardware in Concours, Autocross, Art Show, Rally, Tech Quiz and not the least 1<sup>st</sup> in Class for the *Northlander*. I was especially thrilled that year with our First in Class and Division win in the full Concours with our 1971 914/6 making it to the then "Best in Show" judging for the Manhattan Award (retired in 1995 in favor of the current triad of "Bests" — Preparation, Restoration and Preservation). Also gleaned from this issue were the evolving efforts of then editor, the late Doug Hendrickson, to reduce production cost and time for the *Northlander*. On the membership front, NCR was seeing a 20% membership growth and the region had produced a member telephone directory for its 200+ members. There was a real feeling of excitement about the region conveyed in this issue. AX had returned to the region after being absent for many years, the second annual photo contest was announced, bylaws were being updated, and annual elections were being announced. National announced its endorsement of a new insurance program exclusively for Porsche owners through Leland-West Insurance Brokers. Results were in for the 12<sup>th</sup> Annual Concours/Clambake, complete with sandcastle contest for the younger members of NCR and there



were some interesting tech tidbits reprinted from the *Air Cooled Advertiser*. A couple of my favorites were folding a length of sandpaper in half and placing it between the oil filter and the filter wrench (band type) to prevent slippage and adding a bit of valve grinding compound or rubbing compound to the tip of a Phillips head screwdriver to get a better bite on the Phillips head screw. Another good one was whenever reinstalling any threaded plugs exposed to oil, even if they have crush type



gaskets, use blue Loctite on the threads to help prevent oil leaks. This issue was double the size at 32 pages plus cover.

September 2001 saw *Northlander* still in the booklet format and 32 pages plus cover, but with a glossy color cover. The 2002 slate of officers was announced. The Region had grown to some 400 members with a calendar to rival regions two and three times as large. Several columnists made their pleas for more members to get involved in the running of things. Track Chair, Abe Anderson, shared his experience at the newly revamped Mt Tremblant along with his exposure to the owner of the track. "...Lawrence Stroll, had a fortune of Ferraris and transporter set up for his use at days end. Under the awning of the transporter were two 512 BBLMs, a P4, a 333SP and another very old and rare Ferrari racing car. He arrived in a McLaren, this is a one million dollar car, what a beauty." Judy Boule shared her fun at the "Bump'n and Grind'n Go Karts." Too bad PCA has banned (if they ever were allowed) go-kart events as sanctioned region events. Seems they pose an insurance problem, but we sure did have fun back when we did do them. A reprint from the CVR *Challenge* gave us insight into the workings of CIS and a reprint from *Windblown Witness* helped us with 911 sunroof repair. The Shrimp Boil Rally, NHIS DE, Toys for Tots Car Show and Annual Banquet were being promoted and the first Rennsport Reunion was being summarized. Lastly, David Churcher shared with us his remarkable interview with Hans Metzger, designer of the 917 and TAG F1 engine.

While it may seem that I reprint a lot of David Churcher's stories we really are fortunate to have a member with so many unique experiences and that he shares them with us.

Have you had a memorable experience with your Porsche? Please share it with your fellow members by writing an article for the *Northlander*. David is always looking for material from the members and we all enjoy living your experiences vicariously.

## From Volume XXIV, Number 9, September 2001

### A VISIT WITH HANS MEZGER

By David Churcher

In June I learned I would be leaving Germany a few weeks earlier than I had planned. Suddenly I had to rush to fulfill all the plans I had and I knew I did not have enough time for everything. I had been in contact with the PR department at Porsche to ask if they could help with two of my wishes: to hear a 917 start up and to meet Hans Mezger... the engineer who designed it. Within a couple of days I had a phone call from Fr. Schlegl in PR to explain the cars were in the USA and Herr Mezger had retired from Porsche. The cars had gone to Lime Rock and I knew I was going to be there. But would I meet Hans Mezger? My request to Herr Mezger was granted and we made a date to meet at the Porsche Museum. I was going to meet the designer of the 917 and the TAG F1 engine.

The preceding week was a week filled to overflowing with great events. First the weekend in France with friends Cecile and Sylvie to see Le Tour and this followed by two days in Kassel with Uli. It was while I was in Kassel that Hans Mezger and I made the arrangement to meet on the Thursday. Uli, knowing the reference to Porsche, asked me if I knew his dad had a Porsche in the garage. On closer inspection there was indeed a Porsche in the garage. Uli climbed on, warmed up the cylinder head, and started up the Porsche. A very distinctive exhaust note came from the Porsche as Uli reversed out in to the yard.

A one cylinder 12 HP diesel makes a very distinctive sound. This was a Porsche Junior tractor from the 1950s!

During the 1950s Hans Mezger graduated from the Technical University in Stuttgart and applied to Porsche for a job. They offered him a position in the tractor division where the Porsche Junior was being designed. He declined. It was not exactly what he had in mind when applying to Porsche. Two weeks later they called him and asked him to consider a position in the "Calculations Department". This position he accepted. This was a very good move on Porsche's part. Without this decision we might not have had the 917 and the related developments.

I met Hans Mezger at the museum door, we exchanged greetings and handshakes, sat down and chatted about things which would give us an introduction to each other. His friendly and relaxed conversation set the mood for the interview. My request to use a mini disc to record our conversation was not a problem. We began with: "How did you come to join Porsche?" The reply was the story mentioned above.

When I asked: "What can you tell me about the 917 years? How was it conceived? How was the design team formed?" The atmosphere changed a little. It was a little like taking a Porsche from first to second gear... Hans Mezger smiled, pulled his chair closer, put his elbows on the table and began to unfold the story with enthusiasm and delight. This was going to be better than I had anticipated.

Perhaps the best way for me to share this story is to write, more or less, a transcription or narrative of my recording and the notes.

Did you always have an interest in racing? Did you have a clue of the future?

"Oh, yes. All the young men in those days wanted to join Porsche when they graduated. Porsche was a small company then, 650 [people], and an exciting place to work."

How did the 917 program come to be? Where did it begin?

"In 1960 I joined the racing division, the F1, and left the Calculations Department. This was for the eight cylinder F1 engine. After, I was always in racing. The eight cylinder engine was complicated and not reliable for long races so we developed a six for production. The eight was worked on during the winter to solve problems with the oil pump and the last features of the Hirth shaft. The engine then placed 1, 2, and 3 at Nuerburgring. The dream and the plan at Porsche were to win at Le Mans. The 917 team was formed, just six to eight persons."

Only six or so persons? How much work did this team have to do? All the drawings would be pencil and paper in those days... there was no CAD.

"From 1965 on we did the gearbox, the chassis, the engine. I was responsible for the whole car."

Did the team put in a lot of hours, even weekends? [In Germany overtime is rare and weekend working is just not done.]

"Oh yes. We worked very hard but we had a lot of fun too."

The reference to having fun came up several times in our conversation. Clearly this was an important element in getting things done. My questions turned to topics such as drawing management, suppliers, things going wrong. I wanted to get a feel for just how it was in the office on a day to day basis.

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# BY LAND AND BY SEA RAMBLE, AUGUST 6, 2011

Report by Jim & Deb Gratton

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On Saturday, August 6, we had 26 Porsches (actually, we had 23 Porsches, 2 Volkswagen wannabe's and 1 BMW) participate in a low-key ramble starting at Porsche of Stratham. The facilities at POS are first class. A sincere thank you to Harry Robinson and the staff for always making us feel very welcome at their sales and service center.

A brief driver's meeting took place with Deb and I going over the directions and reviewing basic safety guidelines. We explained that a ramble was a step above an ice cream run, but not as difficult as a rally. The route that we selected traveled through parts of Stratham, Greenland, Rye and New Castle with our destination being the Ice House Restaurant in Rye.

The weather cooperated to enhance the scenery. The back roads of Stratham and Greenland gave way to the historical homes of Rye along Washington Road. We arrived on 1A at Wallis Sands and enjoyed a beautiful panoramic view of the ocean and Odion Point. New Castle provided us with more ocean views and the challenge of winding our cars through the very narrow side streets of that historic town. We looped back to the Ice House for our lunch. We received many positive comments about the route. Some people had never been to New Castle and another participant was overjoyed to have discovered, en route, the stable where she rode horses as a child.

Based on the preregistration, we knew we had a large number of "first-timers" or "newbies," so we decided to put together a 5 picture "Where is it?" We called it the "Power of Observation." It was really a primer to gather interest in having the newcomers join us for our gimmick rally scheduled for October 2 around Lake Sunapee. It also gave the navigators an opportunity to not only read directions, but to look for the highlighted pictures that were in random order. The majority of the participants identified 4 out

of the 5 with many missing the earthen ramp leading into the second story of a barn. The picture clue for the "S&H Stamps" sign was a real novelty for the younger people.

Rambles are always enjoyable to organize because we often discover roads ourselves. The challenge is always to find things scenic and interesting for the route. The social aspect is a bonus. We were very pleased to have the number of participants that took part in the activity. We now look forward to putting the Fall Rally together and hope to see many of the newbies again, plus the seasoned ones.







What a great day for a ramble. The event is commented on a few places in this issue. Suffice to add here we all had a blast.





*Clockwise from top left:*

*Judy enjoys the wind in her hair while motoring through Stratham. Passing through New Castle. Rye Beach scene. A new member and clearly a Martini fan. And a member of the Gratton clan enjoys his ice cream.*





Clockwise from top left:

Another Gratton clan member, Kristen, enjoys ice cream but announced she would not lick while the camera was on her. The multiple choices facing the group. Clan Gratton. Advertising for one of our sponsors on the t-shirt.

# Sentimental Journey Part 2

Story & Photographs by Jack Saunders

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## Sentimental Journey Through Grand Prix Europe

In this issue of *Northlander* we present the remainder of Jack's story of his adventures in Europe.

Since we were tired, Larry and I rewarded ourselves with German "cafe und kuchen" at the museum's cafeteria, before hitting the road at about 3pm, intent on finding a hotel in Bern, Switzerland, before dark. It will take about 5 hours of driving, compared to the 5-1/2 hours we drove the day before, from Koblenz to Stuttgart. Larry drove while I navigated with the help of several maps and the indispensable guidance from the frequent and clear road signs.

Our first target was dictated by my hobby of visiting the source and mouth of historic, great rivers. In this instance, I wanted to reach -- in daylight -- Schaffhausen, Switzerland, the source of the Rhein River. It runs mainly through Germany for many miles and serves as the border between France and Germany before it empties into the Atlantic near Rotterdam, Holland.

Errorless driving/navigating got us to Schaffhausen in sunlight which made even more striking the massive whitewater torrents rushing out of the mountains and several lakes to create the source of this great European commercial artery. An item of interest to me are the massive barges plying up and down the river which also serve as the homes of the families of the barge pilots, as evidenced by clothes lines, bikes and cars displayed on deck.

After snapping some photos of this geographic phenomenon, we quickly found our way onto the busy roads feeding into the main highway to Zurich and Bern, our destination for the night. It was obvious how densely populated this relatively small, flat section of otherwise mountainous Switzerland is. It appears that towns and cities "grew" suburbs which expanded into each other. Also, there seemed to be very little farmland to provide the food for the burgeoning population. Additionally, the accelerating melting of the Alpine glaciers will further reduce available useful land. I imagine the Swiss, being sharp, are addressing these obvious challenges and I'll bet population control policy is high on their agenda. This obviously applies to the rest of densely populated Europe we've traveled through. And, though it's less obvious in the US with its wide-open spaces and only 350-plus million people, though we can grow enough food, the overall sustainability of our high-quality life style requires more of the shrinking supply of potable water, clean air, clean energy (un-natural gas that's obtained by "fracking" is not clean and neither is coal clean). Nor does the ethanol "giveaway" to agribusiness help the environment but it does hurt car performance and the world's poor due to the resulting higher corn product prices.

But now, back on the autobahn driving from Zurich to Bern, we find at the end of the workday, that traffic is heavy. That's okay with us because we don't have far to go. But, unfortunately, our margin for error gets eaten up by an unexplained slowdown of

traffic to a crawl, causing us to arrive at Bern at dusk, making it harder to find an affordable hotel.

Here is where we made our first mistake in trying to meet our goal of paying a minimum for just adequate shelter for "one night stands." Because of a long day behind the wheel -- as well as the high consumption of our energy by tours of the Porsche Museum and Factory -- we were both tired, so we skipped the key step of first stopping at a tourist office to find a suitable room in our price range which was between 75 and 110 Euros. After checking 3 hotels (2 were fully booked) our resolve to stay within our limits weakened and we paid 100 Euros more than usual. But it was a 4-star hotel and the amenities and deluxe buffet breakfast compensated for our budget-busting stay.

After enjoying a delicious hot buffet breakfast at our Crown Plaza Hotel in Bern, we hit the road early so we could make it to our first multi-night stay since we left Paris. This destination was Chamonix, France, the climbing and skiing capital of the French Alps, in the shadow of the highest mountain in Western Europe, Mont Blanc. Back to my habit of reminiscing when I revisit memorable places -- which after all was one of the main purposes of this tour: the memories flow as follows...

A few years ago when I was a young 70-year-old and neuropathy hadn't slowed me down much, I did off-piste, randonnee skiing and climbing training in the environs of our Chamonix hotel in preparation for an ambitious attempt at traversing the Haute Route in winter -- skiing and climbing through the mountains from Chamonix to Zermatt, Switzerland. Unfortunately, though I survived the arduous training including skiing the scenic but challenging "Vallee Blanche" route which starts at the Aiguille de Midi telepherique station, at about 12,600 feet and runs through the twisty hairpin trail of the Serac des Geants and finishes at the Mer de Glace crevasses just below the famous Grand Jurasses where "big wall" climbing history was made; and climbing the "Petit Mont Blanc" (lower and easier than the big one), I realized the Haute Route required better skiing skills and strength than I possessed. So I canceled my "slog" through the Alps, accepted the debilities of age, and downgraded myself from a hopeful extreme adventurer to a regular tourist, and I just continued to ski within my comfort zone enjoying myself in this dramatically beautiful part of Europe.

This brings me back to my love of traveling to geographically attractive places which also have interesting histories, like Chamonix. Specifically, starting with the Haute Savoy district of France, of which Chamonix is the capital, the natives call themselves Savoyards. I didn't know why for sure, but being an amateur high altitude mountaineer (I climbed Kilimanjaro, the highest point in Africa at just under 20,000 feet at age 65) I read much about the Duke of Savoy of Italy, a generous patron

of Italian climbing and an accomplished climber in his own right, having pioneered difficult routes in the Alps and on Pakistan's killer mountain, K2. So how did the Haute Savoy migrate from Italy to France?

Well, history tells us, going back to Napoleonic days, Northern Italy, which included the province of Savoy lying partly in the Alps, was conquered during Napoleon's early forays leading to the conquest of Europe in the early 1800s. Eventually France returned the conquered territory to Italy but held on to a large portion of Savoy which was incorporated into the current Alps-Maritime Department (analogous to a state in the US) of France. By the way, on another subject close to my heart, gastronomy, an interesting notion that still "has legs" is that Napoleon, who was a Corsican (which is culturally similar to Italians, but with somewhat "sharper edges" than even the Sicilians) enjoyed Northern Italian Cuisine and simply imported it to France, sparking the ingenuity of the French to invent gourmet cooking. Forgive me again for weaving a new thread into the fabric of this wandering saga, but in the spirit of reminiscing, and related to cooking, two years ago I made a pilgrimage to Lyon, France, home of Paul Bocuse, the reigning king of gourmet cooking. There I took a hands-on course in gourmet cooking. I rewarded myself for graduating (though not with honors) by travelling on to San Remo on the Italian Riviera dei Fiori (of the flowers) which I will revisit on this trip and describe this beautiful, relaxing place later on.

On another cultural quirk, it should be noted that Northern Italy, the more economically advanced and affluent region, differentiates itself from Southern Italy (Naples/Sicily) not only in cooking (less tomato and garlic is used in the North) but the Northerners -- sometimes called the Piedmontese (after their Piedmont Province) -- look down on the Southerners as inferior, calling them "the people of the 'mezzogiorno,' " i.e., the siesta-prone or lazy region.

Having digressed to the historic past again, I'll refocus on today's Savoyards, (many of whom are mountain guides), who have a reputation for being fiercely clannish, speaking their own dialect and enjoying their own culture. However, they are reconciled to the fact that the Haute Savoy is part of France, but continue to celebrate their independence.

Now returning to the "travelogue" portion of this article, we hop into our rented Ford Escort and take the autoroute (this is the French quarter of Switzerland) from Bern to Lausanne en route to Geneva -- the shortest way to Chamonix.

The weather continued to be beautiful as it's been through this whole trip, so we enjoyed the lake views between Lausanne and Geneva where we arrived early. Since Larry and I have both spent time in Geneva and its environs, and because we were anxious to get to Chamonix early, we just took a short rest and photos of Geneva's famous fountain jetting great plumes of water skyward. Geographically, Geneva is spread out around the Western end of the very large Lac Lemman (Lake Geneva). During previous visits, when I had time to explore the river issuing from the lake that flowed into a large watershed, I found the source of one of the great rivers of France, the Rhone. The opportunity to discover the mouth of the Rhone (not far from Marseilles, France), to satisfy my urge to experience the source and mouth of great rivers, had to wait to a future trip. That opportunity arose when my wife and I were touring the Provence district of France. We took a side trip to a distinctive and picturesque region called the Camargue, through which the Rhone flows into the Mediterranean.

We resumed our drive through the busy streets of Geneva around the end of the lake and headed south through Annemass onto an autoroute that sped us to Chamonix, beneath Mont Blanc, whose peak was hidden in its own collection of clouds on this sunny day.

Our first order of business was to find the "Bureau de Tourisme" located near the building that houses the famous Chamonix Mountain Guides which I used when training years ago. A very helpful English-speaking lady found a conveniently-located (out of town to avoid parking problems) affordable and friendly hotel, just across the Aare River which roars through Chamonix and the surrounding valley. I did have to use my halting French to confirm we were heading toward our hotel, nestled in a rustic village at the foot of the Alps which surrounded us.

We soon found the hotel, run by a friendly English man who provided us with invaluable advice on how to squeeze in our many activities in just about 1-1/2 days. My plan was to revisit, at least visually, the mountain venues of my past adventures. The following may be a practical mini-tour for those interested in getting views of -- and possibly joining guided treks through -- this stunning mountain paradise.

Of course, all plans are subject to the unpredictable mountain weather, which turned out to be perfect the next morning. Since the peak of Mt. Blanc was uncharacteristically in clear view (and it might not be visible this afternoon) we decided to take the telepherique to the Aiguille de Midi Station at about 12,600 feet (just below Mt. Blanc at 15,700 feet). At the ticket office (guichet), signs warn you about health hazards above 8,000 feet (equivalent to cabin pressure set by airplanes). People with respiratory problems or who are prone to altitude sickness, and younger children, are discouraged from going up to the last station (there is a lower level station at Plan de L'Aiguille). The per person fare, about \$70 round-trip, is not cheap, but it beats climbing down. I'm reminded how good it felt, many years ago, when I bought a one-way ticket because I was skiing down the Vallee Blanche route to the Mer de Glace, and trekking back to Chamonix. That was then -- getting back to the here and now -- we squeeze into the big cable car, crowded with an eclectic mix of skiers (off-piste); serious mountaineers with bandoliers of climbing hardware.; parapenters with their backpacks full of hang-gliders; and plain tourists like Larry and me. We exited at the last stop and got some beautiful shots of Mt. Blanc and the surrounding, fabled mountains. We also noticed that the high altitude made it harder to climb stairs and walk up ramps. I used binoculars to find the ski trail I used when I traversed the Vallee Blanche.

After more than an hour of absorbing the indescribable beauty of the peaks of the French Alps, it was time to descend to see where the Vallee Blanche Glacier terminates in the Mer de Glace. As the cable car started its descent we saw the group of parapenters that we rode up with, flying in front of us on the way to their landing in a field on the outskirts of Chamonix.

Our next objective was to find the Monteverve RR Station (le gare) on the outskirts of Chamonix, from which it is a short train ride to the Mer de Glace ("Sea of Ice"), the most advanced edge of the now fast-retreating Vallee Blanche Glacier. This is both a popular tourist spot and the trailhead for serious mountaineers attempting very risky climbs on the sheer faces of the range opposite our viewing station. I was shocked to find the heavily-crevassed glacier which was just below this spot when I finished my Vallee Blanche ski trip there years ago, had retreated about a mile, back up the valley, exposing an ugly gray, stony moraine. This is a graphic example of the ravages of global warming,

which I noted as we drove through Switzerland. Because of its dense population and the impact on its tourism, the Swiss are taking serious action to slow the melting of their glaciers to save their ski areas. I understand the results are mixed. The consequences of global warming may not be reversible at this point.

Somewhat saddened by the shrinkage of the once-expansive Mer de Glace, we perked up a bit on our return train ride contemplating our farewell dinner in Chamonix and plans for an early departure to Italy and some R&R activities on beautiful Lake Como.

Because Olivia and I, on a previous trip, had pioneered an interesting route from Chamonix to Lago di Como, we just copied it. In fact, there aren't any options other than driving through one of the longest tunnels anywhere -- under Mont Blanc itself -- or backtracking and going miles out of the way, around the mountain.

Exiting the tunnel, we paid a stiff toll -- which was well worth it-- at Courmayeur in the beautiful Val d'Osta region of the Italian Alps. Again with the bonus of our consistently great weather, we enjoyed driving through the countryside that quickly levels out to terrain flat enough to farm, unlike on the French side of the Alps.

Regarding our itinerary, because of what we called "Plan B" decisions we had to make as events unfolded forcing changes in "Plan A," we found we had accumulated a couple of extra days giving us the opportunity to spend more time in Milano, the unofficial capital of Northern Italy (just as Naples may be considered the capital of Southern Italy and of course centrally-located Rome being the capital of the whole country). So, instead of heading for the old city of Varenna, our Lago di Como destination, we took the fast autostrada (with its speedy Italian drivers) directly to Milano. As we approached Milano, I noted signs to Monza, the historic Italian national Grand Prix track we plan to visit en route from Milano to Varenna in a couple of days.

Learning from a previous visit, we found a hotel (a 4-star at a surprisingly low price of 100 Euros) located in the periphery of the city (with good parking) served by a great Metro system that quickly and economically transports you to the heart of Milano, the Duomo Piazza, where the major sites are located.

We arrived early enough to park our car near the hotel and take the Metro to the Duomo. We enjoyed the square, the church and the colorful crowds -- including a rock band performing with the help of "backup singing" provided by a class of school children. While Larry did some shopping in the stylish/expensive shops for gifts for the ladies of our family, I walked with the help of my invaluable "Magellan Cane-Seat," through the cavernous arcade filled with luxury shops like Prada, Louis Vuitton, etc., to the other end which opened on a square honoring da Vinci with an imposing, central statue; and on one side of the square is the famed La Scala Opera House.

I returned to the Duomo and sampled some delicious gelato (rich Italian specialty ice cream) while waiting for Larry to return with some tasteful gifts. Taking the Metro back to the hotel, we discussed dinner (pranzo) and decided to eat in a nearby restaurant patronized by local families, to experience what the locals eat, as opposed to the routine tourist fare.

The hotel recommended a nearby high-quality place, where

families were eating dinner together. They must have been well-to-do because the prices were not cheap. As in most societies there is a wide gap between the rich and the poor. By the way, regarding the Italian economy, not unlike the US, it's burdened with such a disproportionately high debt relative to its GDP that it could go the way of Greece and require some sort of bailout.

Early the next morning, after a very light breakfast plus taking a sandwich to complete my meal in the car, we headed out of Milano on the autostrada to the national Grand Prix track of Italy. We got to Monza with the help of directions I elicited with my barely adequate Italian. However, it became frustrating when the entrance to this great featured track eluded us. Finally I asked a young lady in a shop, and she solved the mystery. It turns out the access to this very imposing track was right in front of us, except it was blocked by an open-air market and fair. Fortunately, this helpful young lady showed us a way to drive around the fair to the track entrance. Since we didn't have time to join the Ferraris and Porsches filing in to get accredited for an ongoing club event, we stopped and observed the interesting proceedings and studied the map of the track located at the entrance.

We had accomplished our modest goals at the entrance of Monza in the allotted time, so we resumed our drive to Varenna where we fortunately scheduled a more relaxing stay of two, instead of the normal one-night-stands.

We drove north from Monza to Lecco, a large city at the southern end of the eastern leg of Lago di Como. (Geographically, Lago di Como is a long lake that starts near the Swiss border and splits into east and west legs.) We then drove along the eastern shore of the very popular and beautiful resort area that attracts many visitors, especially the Milanese who are relatively affluent.

We found Varenna, a beautiful old medieval city, perched above Lago di Como, readily enough. But it was another matter finding our unique hotel, the Eremo Guadia, perched high on a cliff. Our problems arose because the narrow access road was detouring among construction work, plus the hotel sign was missing. However, our efforts were rewarded because this hotel was originally an old monastery that was tastefully renovated. Our room's windows opened to a striking panorama of Lake Como. After settling in for our two-day stay we explored the old monastery buildings by using an elevator to take us to the isolated meditation rooms higher up the cliff.

After a rest, we got familiar with the beautiful old town and checked the ferry schedule to Bellagio, an historic town at the tip of a peninsula formed where the lake forks into the two legs I described earlier. This historic site goes back to Napoleonic times. Supporters of Napoleon, left behind to administer the conquered territory while he went on to dethrone the remaining European ruling emperors and kings, were rewarded with palatial villas in Bellagio and elsewhere.

The next day Larry took the ferry from Varenna to Bellagio, while I further explored the town and found a tobacco shop that sold the *International Herald Tribune* which I avidly read, seeking news from home. I highly recommend tourists rely on this great paper to keep in touch with the home and international news.

Another feature of our very happy stay in Varenna was the unique, fine restaurant we dined at one night, called Il Paminetto that was recommended by a friend of Larry's. What was memorable about this experience, aside from the outstanding Italian gourmet food and wine at reasonable prices, was the



unusual way in which we made our way to this special place. Because it was located in a small village nestled on the top of the cliff above Varennà, the only access was a one-way narrow switchback dirt road that unfamiliar tourists like us could never navigate safely, especially at night. The solution to this transport problem was simple. When you made your reservation you set a time and place where you would be picked up by the owner, who drives you up this scary road to the old rustic restaurant. The food was delicious regional Italian fare enjoyed with other friendly patrons.

After being safely chauffeured back to our car parked in the old church square we returned to our own cliffside hotel and hopped into bed promptly. We had to depart early the next morning to allow enough time to deal with the traffic around Milano en route to Genoa, the gateway to the Italian Riviera. After going off course once, I stopped at a toll plaza and used my marginal conversational Italian to get redirected to the right autostrada to Genoa. The weather continued to be good, helping us to reach Genoa and the Riviera early. We liked the scenic ride along the winding corniches (similar to the famous French Riviera's Grand and Moyenne Corniches between Monaco and Nice and westward to Antibes and Cannes).

We stopped at a pensione type of hotel (albergo), facing an inviting beach in the town of Noli. From our window we had a fine view of the shore and the cove formed by the Capo di Noli. The pensione food was tasty local Italian fare which we liked. After enjoying some beach time that afternoon we turned in early to assure a fast getaway to San Remo, my favorite Riviera destination since my first European vacation in 1960. Our longest sojourn of this tour was in San Remo. We allocated 5 days for several good reasons: San Remo is called "Riviera dei Fiori" (coast of flowers) and is very attractive; it has historic significance exhibited by its ancient city center and museums featuring both Napoleon who conquered the area in the early 1800s and Giorgio Garibaldi (and his Camici Rosso -- the Red Shirts) who was responsible for changing Italy from a collection of warring city states, generally run by despots, into the unified country it is today; and I had very happy stays in the past. Albergo Solemare provided a large room (with a rare bathtub I need to revive my tired legs after an active day) with a balcony with a view of the palm tree lined shore. Finally, the price was right, from several important aspects including: convenience (within walking distance of the hotel beach, good restaurants, and the Municipal Casino which relieved me of some hard-earned cash) and competitive rates relative to other hotels in the vicinity during Monaco's Grand Prix on May 29, 2011. The Star Hotel we reserved in Nice for 2 nights following the race, had raised its room rates from the normal 92 Euros to 179 Euros while Solemare only raised its price from 84 Euros to 100 Euros for May 27 and 28, which included free parking, beach and better food.

Larry and I relaxed, met interesting travelers and dined on very good food both at the Solemare and in restaurants with views of the harbor and yacht marinas. Of course the gelato continued to be fabulous, but we didn't gain weight because we were so active.

After an ample buffet breakfast and fond farewells to our albergo owner, Signor Di Micheli, we drove along a scenic road skirting the section of the Mediterranean called Mar Ligure. In about an hour we approached Monte Carlo where we encountered, as expected early on race day, a crawling wall of traffic which was funneled by barricades manned by beaucoup police, into mandatory one-way exits away from the F1 track down below,



*The entrance to the Monza track.*

*Jack at the beach in Nice, France with Monaco behind him.*

*Jack's son Larry in front of the famous Le Negresco Hotel on the Promenade Des Anglais in Nice, French Riviera.*

skirting the yacht harbor called "The Contadine."

We were not surprised by heavy traffic and police/barricades present, but there was no way to approach the entrance gate to the grandstands which were deployed at good viewing spots along the dangerous course through the streets of Monte Carlo, Monaco.

It quickly became clear that if you had bought very expensive tickets (ranging from \$600 to \$1000 and more) you would have to find the location of obscure parking garages (there's no room for parking lots in this postage stamp of a country) and then walk to your grandstand seat.

Well, Larry and I made the right decision to forego expensive tickets because I would have had serious trouble and discomfort in walking from the parking garage to the stands. Despite Larry skillfully driving the car through constraints and around detours attempting to get close enough for a peek at the road course, the closest we got to experiencing the real race firsthand was the roar of the F1 cars during practice.

So we logically transitioned to Plan B: find a friendly bar, with a big flat screen TV, and enjoy a few beers while getting a better view of the race than we would have had we bought expensive tickets.

In the course of executing Plan B during that dramatic drive from Monaco to our hotel in Nice, we had to stop frequently to photograph the beautiful scenes of beaches, harbors and the cliffside villas.

In Nice, though we had maps, the street arrangement and many one-way streets made it tricky to find our hotel. In fact, we were so distracted -- Larry looking at the street signs and me reading a city map -- we inadvertently ran a red light. We were anxious when the police pulled us over. We then got an unexpectedly happy surprise when the officer, noticing the maps in my hands, the dumb look on my face and my halting French excuses, let us go and in good English gave us directions that got us to our Hotel Star, in time to see the preliminaries of the F1 race.

After getting settled in our room, Larry went out into our neighborhood to find a friendly barman who was also an F1 fan. Larry succeeded, and the barman was helpful and found the race on his big screen TV for us. It appears the other patrons had only a passing interest in F1 but they were patient with us. An interesting feature of this bar was that there was a legal betting parlor enjoying a steady stream of customers.

As for the F1 race itself, there were the expected crashes on this dangerous, serpentine and narrow track, making passing risky. As for the results, they followed the usual pattern with Sebastian Vettel winning, I believe his 8th race this season, amassing an unbeatable margin. Also, what's becoming predictable, my favorite driver, Brit Louis Hamilton continues to have a variety of problems, many stemming from his brilliant driving but overly aggressive style. In this race, his undoing was his team's inexplicably long and bad pit stop. I was very disappointed. But I shrugged it off and drowned my sorrows in a great local restaurant where we enjoyed the fine company of a retired Dutch couple who were touring Europe in a trailer.

We went to bed early so I could rest up to reacquaint myself with Nice, its famed beaches and luxury hotels along the classic Promenade des Anglais.

The next morning of the last full day of our European tour de force will be spent on the beach of Nice, the jewel of the French Riviera. Walking along the "boardwalk" on the beach side of

the wide Promenade des Anglais and snapping photos we came to what I consider the epitome of Old World style hotels, the Negresco. When I entered I was greeted by an opulent, high-domed lobby, not unlike the interior of a cathedral. Beyond the lobby, we entered an impressive museum-like reception area replete with paintings and statuary. Daily room rates ranged from a "manageable" \$500 minimum to about \$5000 for the Royal Suite.

There was one change at the hotel since I saw it several years ago. It was in its name. Originally it was simply "Negresco" but this year a "Le" was added, making it "Le Negresco." I learned this bit of trivia from the aforementioned Dutch couple during our delicious dinner. They also insisted we share some wine they fancied. It was a delicious aromatic rose from Provence called Viso. Maybe David Churcher, NCR's resident wine connoisseur can comment on where rose ranks in the wine spectrum.

The next morning before flying home, the weather was perfect for a few hours at the Nice beach. I was enjoying my last hours reading my favorite source of news, the *International Herald*, where I noticed an informative article on Hi Tech Advances in medical devices and instruments that greatly improve the outcomes of serious operations, like open-heart surgery. I immediately thought of Mark Schnoerr, one of my AX mentors, who is in the medical devices business and who might benefit from this article. That reminded me that I had to be at my first NCR AX just a few days after I got home. So I began mentally transitioning from vacation mode to NCR moving event mode even before boarding the plane. Now it's finally time to terminate this awesome adventure but before I say farewell, *wiedersehen*, *au revoir*, and *arrivederci*, to Europe and a big hello to USA, I'm reminded how important the NCR program and the people were to the success of this trip by the fact that I made it a priority to attend the Car Control Clinic to improve my skills the day before my departure and returned just in time to attend my 2nd NCR AX hosted by Joe Kraetsch and Lisa Roche, just a few days after getting home and before having fully unpacked. My next challenge was to make the time to keep my promise to David Churcher to write this story for the *Northlander* to share my experiences with all my NCR friends who helped make this a more memorable adventure.

The End

*Photos on page 23*

*Noli, on the Italian Riviera*

*Old Varenna on Lago Di Como, Italy*









*Summer Ramble, August 6, 2011. Photo by David Churcher*









Photo by Ivy Cowles.



# Porsche Parade, 2011

Story & Photographs by Ivy Cowles

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## First Parade Ever!

Hot hot hot...that would be my first three words to describe the 2011 PCA Parade in Savannah, GA. With temperatures in excess of 100 or better each and every day, lots of water was a must and consumed by many.

Hank and I left the house at 4am on Friday July 29<sup>th</sup> and arrived in Savannah at the convention center Saturday July 31<sup>st</sup> about 1:00pm. An uneventful drive that thankfully went extremely smooth.

Attending an event such as Parade makes you realize that, with about 1600 attendees, it really is not about the cars but about the people. Meeting new friends, seeing old ones, and even making friends you will see years to come. Don't get me wrong because the cars were just beautiful to see and all so shiny that you could see your reflection in their finish. Some of them looked as if they were not real and just taken out of a box and placed there. Not a speck of dirt whatsoever anywhere...well at least not that I could see.

There was much to do there in Savannah from AX, rally, dinners, and even an ice-cream social. Pretty much something for everyone. I can't imagine anyone being bored, that's for sure.

PCA does an extremely nice job putting together such an event and it would not be possible without all the great volunteers as well. The time and effort that goes into such an event is astronomical.

As much as I would like to tell you all about our trip from start to finish it is going to have to wait till next month's issue...we have a deadline to meet here... sorry. I promise you a story of the Cheese and Cheesette's great adventure at our first Parade ever. Be looking for the exciting article in the October *Northlander*.

If you would like to submit any parade stories or photo's to *Northlander* please do so by contacting editors David and Tracey at [ncrnorthlander@ncr-pca.org](mailto:ncrnorthlander@ncr-pca.org).

# *NCR Fall Get-A-Way, Stratton Mountain, VT*

October 21-23, 2011 or October 22-23, 2011

by Richard Willey, Social Chair



**Where:** Stratton Mountain Inn, Stratton Mountain Road, Bondville VT. ([www.stratton.com](http://www.stratton.com)) The Inn is located in the heart of the Stratton Mountain complex and was one of the earliest facilities built on the mountain overlooking the valley. There is plenty of paved parking along with a bar, lounge and restaurant area, plus an on-site sauna and hot tub on the lower level.

**Other amenities:** The health club is approximately one mile away and includes a 75 ft. indoor heated pool, steam room, exercise equipment, message and fitness classes. There is a small fee per guest for use of the club, which is optional and payable by each guest. There is also a tennis facility with indoor and outdoor courts available, where guests can book court time individually. The championship golf course may or may not be open, weather permitting. There are other public courses in Manchester VT.

**When:** Friday October 21st through Sunday October 23rd 2011

(1 night, Saturday 10-22-11 minimum; with a second night on Friday 10-21-11 optional) Check in is 5:00PM. Early arrivals will be checked in based on room availability. Check-out is 11:00AM. Late check-out may incur a fee.

**Price:** \$79 per night single or double occupancy plus applicable taxes and resort fee. (Approx. 20% total) Each room has 2 beds. Extra adult (up to two, in a room) is \$20 each per night. Children up to 17 years old are no additional charge.

**How to reserve a room:** Each NCRer attending the weekend is responsible for booking their room using their own credit card. Contact Stratton directly at 1-800-Stratton and identify yourself as attending the North Country Region Porsche Club of America Fall Event. At the time you book your room, also send an email to [Social@ncr-pca.org](mailto:Social@ncr-pca.org) identifying who will be attending and for how many nights so the Social chairperson can reconcile attendance with the Inn manager. This is critical to ensure everyone is booked properly and to get a head count for meals. **THERE ARE NO GUARANTEED ROOMS**, as NCR did not prepay the rooms. We have only given the Inn a room estimate. Hopefully we exceed that. **PLEASE BOOK EARLY. THERE IS A CUT-OFF DATE** of September 20th. Any reservation made after that date will be on an "as available" basis. Remember this is foliage season so I encourage everyone to book early, **BECAUSE** we are going to have a fun time.....

**Meals:** We plan to have a group dinner Saturday night Oct 22nd . It may be at the Inn or a nearby restaurant. If at the Inn there will be a select menu and your choice will be charged to your bill. Beverages will be extra and you will pay for those individually. If we have breakfast Sunday morning Oct 23rd at the Inn, it will be buffet style . Each attendee will have a breakfast buffet ticket so they can eat at their leisure during the breakfast time frame. The Social chairperson is exploring other breakfast options. If we eat at the Inn you will get additional information as to choices, prices, etc., as we get closer to the date. Each attendee will pay Stratton Mountain directly for their meals. If we eat at an area restaurant, then we will each chose from their menu and pay separately. For those arriving Friday, the Social chairperson will send you a list of area restaurants, and hopefully many of us will get together for that meal too.

**Things to do:** The Stratton site [www.stratton.com](http://www.stratton.com) men-tions a number of Summer activities in the area including: outlet shopping in Manchester VT., which is approximately 20 minutes south of Stratton, gondola rides, hiking and biking, motor cycle rentals, golf and tennis, fly fishing instruction (Orvis is in Manchester, VT.!!!). Any of these can be booked directly with the Stratton Inn management or by going to the associated web sites. Each activity is at the discretion of each attendee and any fee will be paid

directly by the attendee. Bennington VT is approx. 20-30 minutes away, Clark Art Museum in Williamstown MA is approx 50 min away and MASS MOCA in North Adams MA is approx. 1 hr and 15mins away.

**How to get there:** Your GPS or Google Maps are your best friend, but the Social Chairperson is mapping out a couple of fun drives from southern NH, northern NH and eastern MA. Registered attendees will get follow-up email with the route from the Social Chairperson. For those wishing to travel together there will be an approx. starting time.

**Saturday 10-22-11 Tour:** The Social Chairperson is creating a fun, scenic drive through southern VT and Northwest MA. Still working out the details but the intent is to include a Winery visit and tasting, plus a visit to a Cheese producer and perhaps a bakery. (I know how NCRers like to eat and drink.) Plus the Bennington Battle Monument (could be a good place for picture taking, David!!) and weather permitting, the Mt. Equinox skyline drive. (Perhaps for a picnic with cheese and wine at the top??) If planned correctly, NCRers driving over on Saturday for a one night stay, will be able to connect with the Tour on Saturday about mid-day in southern VT. How cool is that??

**Sunday 10-23-11:** You are on your own but the Social Chair will likely have a gentle route available for those who might want a preplanned route back to NH.

## NCR YEAR END BANQUET

**WHAT:** Election Results, Awards, End of Year Celebration

**WHEN:** Saturday, November 5, 2011, 6:00 — 10:30 PM

**WHERE:** Cocheco Country Club, 145 Gulf Rd, Dover, NH

Please reserve the date on your calendars. Payment, food options and reservation information will be forthcoming on the NCR website ([www.ncr-pca.org](http://www.ncr-pca.org)) and via email to NCR Mailing List Members.

Contact: Rich Willey, [social@ncr-pca.org](mailto:social@ncr-pca.org), 603-978-3187 (c)





*Photo of Hans Mezger taken on film by David Churcher reproduced here from the Northlander article.*

The replies describe a small and dedicated group, every man doing his own particular set of components and checking his own work. Hans Mezger would check with everyone every day, of course, but essentially it was a team of individuals. And it worked without major problems and setbacks?

"Yes."

The 917 engine is a lot of machine. I asked if it was a difficult machine to design and build.

"I did the layout and the design for the 917 engine. I made sure it was 'simple' and easy to assemble and maintain. Today I hear from mechanics who work on these engines and they say it is 'simple' and easy to rebuild. Work on the 917, 12 is not twice the work of a six. The 917 has a central power take off to avoid torsion problems with the crankshaft, it does not have shims and bevel gears like the old four cylinder."

This was another theme in the conversation: looking for a simple solution to problems in design. The thought that things should be simple, elegant, and fun to work on came up a few times. A good philosophy.

The book on the 917 indicates there was a lot of excitement around the 917 program. There is a funny story indicating Ferrari was taken by surprise by the 917 engine. There seems to be a rivalry between Porsche and Ferrari. There was also a mention the engine was 'sponsored' by the military.

"There was excitement. Everything was designed at Porsche. Suppliers helped with our wishes but the design was done by our group. When Enzo Ferrari heard about our air cooled engine he

said to his people it could not work. He was surprised. Rivalry? You mean between us? Oh, we were all friends. When we met at the races it was wonderful. We were all friends. The military did have an interest in the engine. Porsche did a lot of consulting work and the engine was considered for use in a tank."

A 917 tank. Formidable.

The book also makes many references to Herr Piech. It appears he was a very strong character and a driving force behind the program.

"He was the boss at Zuffenhausen. The target was LeMans. He was a technical man. Yes ... he was a strong character but also he was a visionary. You need such a man. We were friends and worked together on projects. Our children were friends. He was also a Porsche family member and was able to talk to his grandfather."

Would the recent Audi successes be due do his influence?

"Yes. Yes."

Did the 917 program actually provide useful information for production cars?

"Yes. A lot. The lessons learned on the turbo chargers all went in to the production cars."

Will the turbo and the 911 styling continue? What happened to the 928 theme?

"The 928 was a result of legislation on consumption, collision and emissions. It was thought this was the direction the market would take too. Traditional enthusiasts never accepted the 928 style but continued to want the 911. We learned too that a big engine with low RPM could not meet consumption and emission requirements. The 911 turbo with other refinements was a better solution."

Could I ask some technical questions? For example: Did you ever consider desmodromic valve actions [this is a mechanical device, no springs, as used on the Mercedes M196 in the '50s]? If you were to design an F1 engine today what would be new and different?

"Oh yes we did try a desmodromic design on a four and an eight. It was only used on the dyno. It was too complicated and required very accurate machining. Perhaps today our machining would be better. But the design was too complicated and timing too difficult. Today we have new materials to consider. The engines run at 18,000RPM so we would use pneumatic springs. We could not use sodium cooling in the valves because they are so small ... today a valve stem is 4mm...the TAG was 6mm."

When the TAG F1 was being designed was there any frustrations and 'start overs'?

"No. We made steady progress. When you design you have choices of solutions. You must see which solution is simple and therefore reliable; and possibly cheaper."

You have been retired from Porsche for some time now. What does the designer of the 917 and TAG engine do in retirement? Where is the rest of the team today?

"I retired in 1995 and I have many hobbies but not a lot of time. I still go to many races, all over the world, and there are many friends to visit around the world. I keep busy but I do only what is fun. The team...some have retired, some are still at Porsche in the racing group, some went to Mercedes, and to Audi, and to BMW. One of my team worked on the BMW F1



*The fantastic Porsche 917 designed by Hans Mezger ... The 917 shown here is the Le Mans winner in 1971 driven by Helmut Marko and Gijs van Lennep. Photo from Porsche.*

engine and he has told me he learned a lot of what he did in my department."

So the 917 legacy goes on and is still with us at BMW and Audi?

"Ah, yes."

Do you think the people in the sport and the designers have the same fun today?

"My time, and at Porsche, there was fun. Today the sport has a lot of money involved and there is a lot stress. Money rules."

The museum had begun to close and we were still talking. A staff member came to us and I thought my time was over. But no. Would we like a coffee perhaps? Would Herr Mezger autograph a book for an employee? Would I have time for a few photographs?

We had our coffee, I took several photographs, and our conversation turned to other subjects. We chatted about our children. His son and daughter are into design...his son is an architect in Heidelberg and his daughter is a graphics designer. I asked if his son did not have the automotive bug too. Yes he does have the bug and loves cars but chose architecture because there is more 'freedom' and 'creative' in design. Hans Mezger commented: "I told my son I was always designing creative at Porsche. And a car design must be cost effective." We talked about New Hampshire and Tasmania, about Montreal and his visit to Porsche Australia. We discussed wine. We covered many things besides the 917. This very enjoyable couple of hours had

not been an 'interview' ... this was a 'visit' with Hans Mezger.

Herr Mezger had an appointment, a retirement party and dinner, at 5:45 in the Porsche facility and I had mine with the traffic on the A81. The time to say thank you and goodbye came and I was utterly stuck for words. What does one say at a time such as this? I was able to say *Viellen Danke und tschüss* and say what a wonderful day he had provided me with. It sounded a lot less than I felt. But words would not come.

On the A81, while in stalled traffic, I was reflecting on the conversation. I realized we had been talking about 1968 to 1973...a long time ago...it was when we put a man on the moon and it was when my daughter was born. It was just yesterday.

Finally the unspoken thought came to my mind. It is this: Herr Mezger...I wish I could have been on your 917 team.



# **“Porsche: 60 Years of Speed and Style in North America”**

## **Honoring 1967 Nurburgring 1000KM Winner**

### **Joe Buzzetta**

Celebrating 60 years of Porsche in North America, the Saratoga Automobile Museum is planning a major exhibit for fall, 2011, showcasing sixteen significant Porsche sports and racing cars and honoring Joe Buzzetta, successful New York Porsche racer and automobile retailer. Now a successful New York State businessman, with six auto dealerships on Long Island, Buzzetta was a factory Porsche driver in the 1960s and 1970s. Co-driving with Udo Schultz, Buzzetta won the 1967 Nurburgring 1000 KM race in a Porsche 910. This was perhaps Porsche's most sentimental victory - its first overall win in Germany's most prestigious sports car race - as the home team won before the home crowd after a decade of trying.

Marque founder Dr. Ing. Ferdinand Porsche's son, Ferry, understood that racing was the crucible in which to prove Porsche's superiority and capture world attention. Imported into America by Max Hoffman, an Austrian expatriate friend of the Porsche family, the low, streamlined little cars attracted great interest. Six decades of popularity in America have established Porsche on the top tier of performance automakers. Accordingly, the Saratoga Automobile Museum is pleased to present "Porsche: 60 Years of Speed and Style in North America," sponsored by Porsche Cars North America and the New Country Motor Car Group in Saratoga Springs, NY.

Automotive journalist and Museum consultant, Ken Gross, will be the exhibit Curator. Joe Buzzetta's Porsche 904 and 906, as well as a 908 engine will be on display. The Collier Museum in Naples, FL, is loaning Buzzetta's Nurburgring-winning 910 for the exhibit. Former Porsche SCCA/IMSA competitor, Bob Bailey, a Saratoga Automobile Museum trustee, is also loaning cars for the exhibit. Paul Plugfelder will be loaning his Porsche 959, 914-6GT and 911 RS for this show. Porsche Cars North America will be bringing the exciting new Porsche 918RSR race car, as well as several cars from the Porsche Museum after this year's Rennsport event, for the opening of the exhibit.

Joe Buzzetta will be honored at the Saratoga Automobile Museum's Annual "Drive For Excellence" Dinner on October 1, 2011. Among the noted drivers expected to attend will be endurance racing champion, Vic Elford, a winner at LeMans, the Targa Florio, the Daytona 24 Hours and the Nurburgring. Joe's LeMans' co-driver, Scooter Patrick, will also be attending this event. Invitations have also been extended to several of Joe's other former Porsche factory teammates, including Brian Redman, Derek Bell and Hans Herrmann. Positive confirmation has been received from two at this date. This will make for a very memorable evening, as Joe and his Porsche teammates will

recollect their memories of this Golden Age of motor racing with Porsche. Also planned for Oct. 1st is an Adirondack Porsche Tour lasting about an hour and a half. The tour will depart the Saratoga Automobile Museum at 10:00 AM, traveling over spectacular mountain roads, and ending at the Sagamore Resort in Bolton Landing on Lake George for an elegant lunch on the lake. On Sunday, October 2nd, the Saratoga Automobiles Museum's "Octoberfest Lawn Show," featuring Porsche, will take place on the Museum grounds, starting at 10:00 AM. Porsche owners and enthusiasts are invited. Details will be available soon on the Museum's website or by calling the Museum.

The Porsche exhibit will open to the public on Oct 1, 2011 at 10:00 AM, and will continue until January 31, 2012. Members of Porsche clubs are welcome for the run of this exhibit and will be offered a generous Museum discounted admission. Call for details and group rates. Along with the feature exhibition, the Museum has on display, "East of Detroit, Cars Made in NY" and several significant cars that raced in NY. The Saratoga Automobile Museum is located at 110 Avenue of the Pines, Saratoga Springs, NY. Hours of operation during the fall and winter months are Tuesday - Sunday, from 10 AM to 5 PM.

**For more information, call Taylor Wells or Peter Perry at 518-587-1935 or visit the Saratoga Automobile Museum on the web at [www.saratogaautomuseum.org](http://www.saratogaautomuseum.org).**



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# 2011 AUTOCROSS SEASON

**WHEN:** May 22  
June 4  
June 25  
July 31  
August 27-28 Zone 1 Event  
September 11



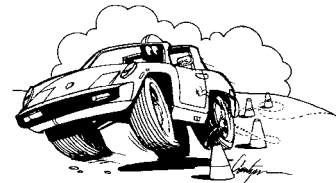
**WHERE:** Moore Airfield, Devens, MA, State Police entrance off Rt 2A

**MORE INFO:** <http://www.ncr-pca.org/club-activities/autocross>

**REGISTER AT:** <http://ncr-pca.motorsportreg.com/>



**COME PLAY IN THE CONES**



BTW



Another shot of the 1971 Le Mans winning 917. Photo from Porsche.

**Wide Open ... continued from page 10**

we are allowed to do with regards to new technologies. One of the major things is to allow electronic meetings and voting!

Now off to get ready to water ski tomorrow morning, launch the sailboat tomorrow afternoon then pack for the Lime Rock DE in the evening! I hope to see you at an event soon.



*.. and the Porsche 918. It is probably not a coincidence the numbers are sequential. The 918 is borrowing the image of the 917.*

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Your friends down south in the Northeast Region/PCA invite all NCR drivers to join us during the 2011 track season. You'll note 3 NHMS events including a Novice Day and weekend events. Get all the details at [www.porschenet.com](http://www.porschenet.com) or... in the Noreaster, which you may read on-line.

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](mailto:bmb993@porschenet.com) or call 978-95-8517 before 8PM. Registration is quick and easy at [www.clubregistration.net](http://www.clubregistration.net).

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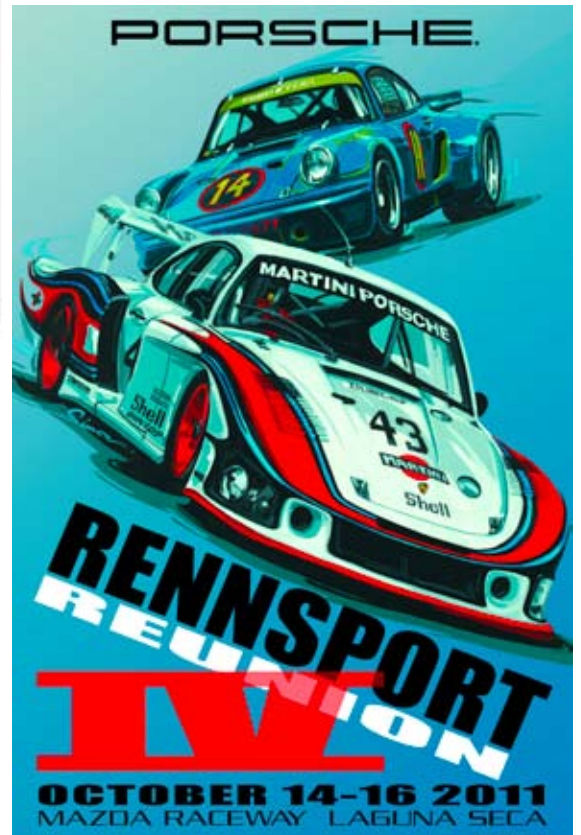


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Please look at your calendars and reserve time to attend the remaining two DE events at NHMS (September 15 and October 10 & 11). We plan on having a 'post-event' beer, wine and snacks gathering after the September 15 event and Toni is planning a surprise menu for the October track dinner.

Once again, here is the NCR / NER / Zone 1 DE schedule for 2011:

Date	Track / Location	Region	Status
20 February	HMS M'sport	NER	√
08, 09 & 10 April	NHMS	<u>NCR</u>	√
05 May	NHMS	NER	√
07 May	CCC / NHMS	<u>NCR</u>	√
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	Lime Rock	<u>NCR</u>	
16 August	Lime Rock	CVR	
26, 27 & 28 August	Watkins Glen	NER	
15 September	NHMS	<u>NCR</u>	
16 September	NHMS	NER	
10 & 11 October	NHMS	<u>NCR</u>	



## Edgar Broadhead

NCR Tech Inspectors  
2011

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**Toy Story** - 1977 911S Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$18,900, add \$500 for test drive with Ivy. Pictures and more details available upon request.

**More Toys** - 1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass bodypanels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$40,000.00 obo. Pictures and more details available upon request.

**More Toys** - 1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email lLeonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

**SALE:\*** 1997 Porsche 993 twin turbo.. About last car made in series, 40 K miles, 4WD, 6-speed manual, and fast: 0 to 30 and to 60 mph in 1.3 and 3.7 sec (standard for this car). Guards red, cashmere tan leather factory sport seats, deviating black interior, aluminum dials. One owner, always garaged, driven street and autocross. EPE did maintenance and modifications (Porsche Motorsports drive train parts and complete suspension, but engine stock). Car handles very neutral much better than stock and drives smoothly on street. Included, are extra set of Fiske race wheels and autocross Hoosier A6 tires (nearly new). \$50,000 For details contact Charles Stromeyer, (978) 369-3575, Concord MA, cstromeyer@comcast.net

**SALE:\*** California car cover for a 968 . Light grey, plushweave. New \$220. Excellent condition. \$85.00 Joan 508-596-6347. Thekeddygroupjmk@msn.com

**SALE:\*** Four 7x16 phone dial rims fit either 944/924S/928 (certain years) Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in then stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

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

**SALE:\*** 1986 Porsche 911 Carrera Targa - sexy black on black - 123k miles - maintained by AutoWerks in Freeport, ME purchased from original family 2 years ago. This Porsche is not yet a show car - some small dings and "age spots" - \$12K. Call me for info at 207-847-3080 or e-mail jgreene6@maine.rr.com

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

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All parts are in Contoocook/Hopkinton, NH Frank.sanfor@us.army.mil

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## BTW



With so many mentions of fall in this issue it is perhaps a good thing to end on a note of summer. Matt Romanowski captured the mood of NCR summer at the Porsche of Stratham event in July.

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