

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 35 Number 8

August 2012



IN THIS ISSUE:
Watkins Glen DE
ALMS
PCA Parade 2012

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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 60 for advertising rates.

NORTHLANDER

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Volume 35 Number 8

PORSCHE CLUB OF AMERICA
August 2012

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On the cover

Proof the Porsche is going NASCAR racing! Photo is of Spencer Pumpelly in the TRG Porsche.

Photograph by Kevin Bobbitt

August 2012



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CALENDAR

4 6 7 11 12 14 15 24 25 26

August & September 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
August 4	NCR Scenic Seascapes Tour	Kennebunk, ME	Saturday	Jim and Deb Gratton rally@ncr-pca.org
August 6-7	NCR DE "In the Heat of Summer"	NHMS, Louden, NH	Monday-Tuesday	Mark Watson de@ncr-pca.org
August 11	NCR Winery Tour	Hancock, NH	Saturday 9:30AM	Rich Willey social@ncr-pca.org
August 12	NCR Autocross #4	Moore Airfield, Devens, MA	Sunday 7AM	Joe Kraetch autocross@ncr-pca.org
August 14	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
August 15	Deadline for Sep Northlander			ncrnorthlander@ncr-pca.org
August 24-26	NER DE Watkins Glen	Watkins Glen NY	Friday-Sunday	stanley_corbett@msn.com www.clubregistration.net
August 25-26	Zone 1 Autocross	Moore Airfield, Devens, MA	Saturday-Sunday	Don Coburn autoxerpca@aol.com
September 8	NCR Autocross #5	Moore Airfield, Devens, MA	Saturday 7AM	Joe Kraetch autocross@ncr-pca.org
September 11	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
September 11-12	NER DE NHMS	NHMS, Louden, NH	Tuesday-Wednesday	stanley_corbett@msn.com www.clubregistration.net
September 15	Deadline for Oct Northlander			ncrnorthlander@ncr-pca.org
September 19-20	NCR DE Lime Rock "Fun Days"	Lime Rock Park, CT	Wednesday-Thursday	Mark Watson de@ncr-pca.org
September 29	NCR Fall Rally	TBA	Saturday	Jim and Deb Gratton rally@ncr-pca.org

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



Jay Gratton **The Rolling Chicane**

Dad, you are the best instructor I have ever had and I dedicate this award to you. Thanks for sharing your passion and being my biggest enthusiast ...

One of my favorite aspects of the Porsche Club of America is attending the annual Porsche Parade. The Parade is a weeklong event held at a different location around the country at either a very nice hotel or resort during the summer. The week is filled with all things Porsche from a TSD and Gimmick Rally, Concours, Autocross, Tech Quiz, Tech Sessions, Drivers' Ed and that is just naming the basics. The amazing thing about a Parade is even if you aren't Porsche crazy, this still isn't an event to miss. Parades have sightseeing tours, dinners and banquets, social events, kid's activities, a tremendous goodie store, expensive door prizes and again the list can go on and on.

When I agreed to become president of North Country Region two years ago, I made a goal for myself that I would attend at least one Parade as president. Last year I was not able to attend the Parade in Savannah, Georgia. This left the 2012 Parade in Lake City. Salt Lake City would be the 10th Parade I have attended over the years and while I have been to Salt Lake City, it was always for short stays with not enough time to do a lot of sightseeing. This would not be a problem on my trip to Salt Lake this time, I planned on seeing and experiencing as much as I could by the time I left.

I booked my trip to the Parade back in March, Jaime was not going to be able to make the trip because she teaches summer school and missing the first three days simply wasn't an option for her. My Dad who has also been to a number of Parades tried to juggle his schedule to join me, but he wasn't able to make the dates work. Matt Romanowski was understandably told he was chained to the house for the month of July as his son Jackson (who joined us early) was due around the Parade dates. This left me going solo to the Parade, which was fine as I have been so fortunate to know so many people from around the country thanks to PCA.

Due to work constraints with my new job, I was not able to drive out to Salt Lake City or stay the whole week. Saturday morning I landed in Salt Lake City, gathered my bags made my way to the car rental desk. I decided to go all out and pass on the sub-compact car and get the full size rental, hoping I would get a new Dodge Charger and fulfill my Dukes of Hazard fantasy. Jennifer Webb our Zone 1 Rep and her husband Scott

received an upgrade and landed a brand new Ford Mustang 5 liter, 6 speed with paper plates still on it for no additional cost, so when I was told they were out of full size cars and I was getting an upgrade for free, I instantly was thinking about carving up mountain roads with a new Camaro, Mustang or maybe even a Corvette. Of course this wasn't the case and I was thrown the keys to a Chevrolet Equinox SUV. Well it wasn't a sports car, but it was nice enough and it would get the job done.

Off to the hotel I blasted as I was very tired, hungry and hot. I arrived at Little and Grand America just before noon and was greeted by the folks at the welcome tent with snacks, drinks and directions around the area. I checked into the hotel dumped my stuff and went out for lunch at a local pub. Since March I had been creating a large list of things to do in Salt Lake from folks in PCA and Rennlist and after slimming my list down I had a good idea of things I wanted to see. Since I didn't have anything to do the rest of the day, I passed on a nap and blasted off into the mountains to check out Snowbird which is one of the premier ski resorts in the country. The amazing thing about Salt Lake City is you can drive 15 minutes outside of the city and you are in the middle of the mountains. When I left the parking lot of my hotel it was 105 degrees and within minutes I was in the Snowbird parking lot in 60 degree weather. The roads and views are stunning as one would imagine. My plan was to visit Snowbird and take the lift to the top to enjoy the views and wild flowers. As I went up to the ticket window I was informed the lift was shut down due to lightning in the area. What lightning? Wouldn't you know it as soon as I asked this question the skies opened up and rain and hail came down like something I have never seen before, it was impressive. Needless to say, I did not see the top of the mountain, but nevertheless it was still gorgeous. The rest of Saturday saw me going for a run, grabbing a quick workout and sitting by the pool. A nice little afternoon I can assure you.

On Sunday morning I agreed to help NCR member Ellen Beck at the Gimmick Rally registration table signing people up for Thursday's rally. But before I helped Ellen I went to Ruth's Diner in the mountains on the recommendation of a Rennlist member

continued on page 46...



David Churcher

Fascination, imagination, frustration. And perhaps ... fruition ...

There is an old saying I learned many years ago when I got into the engineering game. It relates the five stages of a project beginning with excitement and ending with awards to the noninvolved. I have my own version of this process (see the title line above) and I believe it applies to motorsport in particular. My current reflection on this topic, and hence this editorial, is based on my observations of recent events in the sport. And my own ongoing interest in automobile design.

Many, many years ago while I was actually still in high school I was fascinated by a few cars being raced locally. They were Coopers. The real Cooper of future fame. These cars were Cooper Vincent and Cooper JAP ... Formula Three ... tube frames, leaf springs, and a chain drive and a motorcycle engine. Cooper caught my imagination and I began to doodle my own versions of the cars. But frustration came soon after because Formula Three gave way to Formula Junior. And Formula Junior started the whole process of fascination, imagination, and frustration over again.

So the years have gone by and I still doodle but I never have managed to complete the designs of my imagination and I have not built even one physical model. But over these years I have watched, admired and envied those designers who did. And I wonder if the process for them has been similar in those first three stages but has ultimately, due to their perseverance, lead to fruition.

The ever and rapidly changing rules in Formula One might well reverse the process; for example Frustration first, then applied imagination, followed by fascination at the results. Indy racing and Le Mans are perhaps a little better with their rules being applied to a once a year race.

While I was busy writing the above lines the direction I was going in was changed by a series of recent events. Mark Webber has won the British GP and that, I am sure Mark will agree, was with the help of Adrian Newey and his ability to work within the ever changing rules. I have recently had some correspondence with the importer of Bailey Cars and the factory in ZA (South Africa). This makes a nice contribution to this issue of *Northlander* and will fit with the theme I started with. In addition I have been

reading up on Factory Five and their projects. This is another story which fits the theme and I hope we can bring an article on this group to a future *Northlander*. We just need to get the word Porsche in there somehow. My fascination, and admiration, for these designers and builders never ceases.

Now, to change the subject ... while I was writing the above lines and being relieved that I had found a topic for this month's editorial, the news came in to say Jay Gratton had been made **Enthusiast Of The Year** at Parade. My first thoughts were "Oh, wow!" and my second thought was: "Oh, wow! How do I get the material together to get this into the August issue?" It's old news a month later and I really wanted to get it into August. Tracey agreed and we checked with Ivy on expanding the issue. No technical issues so here we go ... the biggest *Northlander* ever and already, as I write, I have had Jay's cooperation in sending a selection of photographs he took at Parade. This news was shortly followed by the news Dick Demaine had secured fifth place in the most difficult group for NCR's web site.

Ed and Nancy are on the road as I write on this Sunday morning. They are bringing home the trophies and I expect also some photos and stories. Hey ... we can add a few more pages to this issue. No worries. Time to celebrate. Congratulations to Jay and to Dick.

Maybe my original theme was not far off ... it started where I intended with an engineering flavor and segued into Parade. That's how it goes in the magazine business :-). Fascination, Imagination, and fruition. Oh, did I miss one? Oh, yes ... the frustration bit.

One week to go to get *Northlander* up to the printer but during this coming week I am on the road, Tracey has gone sailing and we await material we can only imagine at the moment. Perhaps frustrating but also exciting. Can't wait for the fruition bit and see all this good stuff in print. That's why we do it. Imagine that.



Janet Quintero

New Members:

Ned Bitsack
Merrimack, NH – 2012 Cayenne S
Transferred from Northeast Region
– Joined PCA 6/14/12

Thomas Herceg
Susan Herceg
Amherst, NH – 2011 Cayman

Paul Maloney
Alton, NH – 2009 Carrera S

James O'Hare
Hingham, MA – 1979 911

Richard Walker
Meredith, NH – 2001 Boxster S
Transferred from Northeast Region
– Joined PCA 6/27/12

Member Anniversaries:

1 Year:

Kristin Allen
Stephen Allen
Hampton, NH – 1990 944 S2

Frank Crossman
Dover, NH – 1970 911

Rich Parker
Greenfield, NH – 2006 Cayman S

John Pierce
Christopher Pierce
Stratham, NH – 1991 911

Chris Ruggiero
Chester, NH – 2011 GT3 RS

2 Years:

Derek Drouin
Nashua, NH – 2007 Cayman S

Stephen Hoffman
Carrie Hoffman
Keene, NH – 2001 Boxster S

Andrew Kessel
Mark Dudek
Boston, MA

Edward Mansing
David Duhamel
Portland, ME – 1988 944 Turbo

5 Years:

Dave Cosentino
Kate Cosentino
Andover, MA – 2007 911 GT3

Roswitha Fuller
Fred Fuller
Amherst, NH – 2002 Boxster

Gary Levine
David Levine
Hanover, NH – 2007 Cayman

Michael Nadeau
Joyce Nadeau
Amherst, NH – 1983 911

Donald Tydeman
Judith Vano-Tydeman
Portsmouth, NH – 1968 912

10 Years:

Ernest Brochu
Nancy Carlisle
Chichester, NH – 199 911

William Brown
Margarita Brown
Silver Lake, NJ – 2004 Boxster

Michael La Fleur
Nancy La Fleur
East Hampstead, NH – 2002 Boxster

15 Years

James Alton
Lindsey Alton
San Dimas, CA -1958 356A

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



Matt Romanowski

WIDE OPEN

It's terrific that Jay won this award and shows his enthusiasm for NCR and PCA. We're lucky to have a President as involved as Jay. Once again, NCR has the best people ...

My summer has had a little Porsche-less period with the arrival of Jackson. Xana and I had planned to have a very low key June and July so that we could all get settled in. Now that we are doing pretty well, we're getting back into the swing of things. Jackson made an appearance at the Ice Cream Run and was very excited to be there. Ok, he actually slept through the whole thing, but that's fine. It saved everyone from hearing his very strong lungs and voice.

We are also planning on getting back into the swing of things with some DE events. Judy, who I share Chiquita with, and I signed up for a Metro NY event at Lime Rock and with Hudson Valley at Watkins Glen in August. I was disappointed that I'm not able to make the NER event at the Glen because of a work commitment and I can't do the Metro NY event that I've done many times in the past because of a family commitment. Low and behold, we found Hudson Valley's event on August 29 and 30. I'm very excited to get to LRP with Metro before our great NCR two day event and to make it out to the Glen.

Another event that Xana and I missed this year was the Parade in Salt Lake City. We've heard many great things about the Parade and wish we could have made it out, but traveling with a three week old baby didn't seem like the smartest move. NCR did have some representation there though as the Broadheads drove their GT3 all the way (as always), Ellen Beck was there in her National capacities, and our fearless leader Jay flew out.

I'm sure it will be covered in another part of the *Northlander*, but it's worth mentioning plenty of times. Jay was awarded the Lazar-Blanchard Enthusiast of the Year award. This is a very big deal in PCA. Many of the people you see on the National Staff at the back of *Panorama* have won it. It's a very exclusive club and is one of the most prestigious awards in PCA.

At the Parade there are many awards given out, but in my opinion, the order of importance goes the Shuler Award, the Zone Reps Award, and then the Enthusiast Award. The Shuler

Award is named after the founder of PCA, which is rarely given out and only goes to someone on the National Staff (President, VP, all the way to the Zone Reps, etc). I don't know how many times it's been given out, but in my 14 years in PCA I've only heard of it being given out twice. The second most prestigious award is the Zone Reps Award, which is not given out every year. When the Zone Reps feel that there is a person who has contributed something major to PCA, they can elect to give out the Zone Reps Award. I'm not sure how many times it's been given out, but I would guess it has only been done maybe 25-30 times.

That brings us to Jay's Award – The Lazar-Blanchard Enthusiast of the Year Award. This award is given to the person in PCA who shows the most enthusiasm for things Porsche and PCA. Jay attended over 65 events last year, was President and helped out with even more events. He attended and helped at the Zone President's Meeting, and I'm sure lots of other things I can't remember, or even know!

It's terrific that Jay won this award and shows his enthusiasm for NCR and PCA. We're lucky to have a president as involved as Jay. Once again, NCR has the best people.



Mark Watson MY SPIN ON THINGS

In order for the DE program to continue, each of us must do our part to keep ourselves and our friends safe. Remember, DE is not racing ...

I am just back from participating in NER's DE event held at Le Circuit Mt. Tremblant (LCMT). This is the second of two back to back events that NER sponsors in Canada each year. I was not able to attend the event held in Calabogie but from talking with the folks who attended, it was a great three days of driving. It was apparently quite hot during the day and there were lots of mosquitoes that emerged during the evening but the driving was well worth those inconveniences.

Doug McIninch and I drove up together and managed to navigate some of the worst traffic around Montreal that I have encountered over the past 10 years. I don't think there will ever be a good way around Montreal from New England but the ride was uneventful and we made it to the track around 6 pm. Apparently there was some confusion for those that arrived earlier in the day regarding which entrance to use to enter the track; thankfully it was sorted out by the time Doug and I arrived and more importantly, Tom Harris and John Lussier had saved a couple of slots for our trailers. Trailers were unloaded, camp was set up and dinner was prepared before turning in for a cool but extremely pleasant night of sleep.

The weather for the next three days was fantastic which made for some really great driving. If you have not driven LCMT, you need to put it on your schedule for next year. The setting is beautiful, the track layout is really interesting and the village of Mt Tremblant is filled with good restaurants and good music during the Blues Festival.

At the drivers meeting on days 2 and 3 there was a special focus on the number of infractions that were being levied, especially to the advance run groups. The infractions involved passing without a signal, overly aggressive driving and spins and wheels off the track. Each infraction is an indication that the driver is not in control of his/her car which is inconsistent with the basic premise of the PCA Drivers Education program. The NER DE Team has begun to take a more aggressive position with regard to repeated infractions and I can say that your NCR DE Team supports their position. In order for the DE program to continue, each of us must do our part to keep ourselves and our friends safe. Remember, DE is not racing or preparation for racing!

The remainder of the summer is going to be very fast paced with multiple DE events scheduled for August, September and October. There are a few slots still open for our September Lime Rock event so be sure to go to motorsportreg.com to register and while you are there, register for our final NHMS event in October. If you have time, consider the NER August event at Watkins Glen. Use the DE schedule at the end of the article to finalize your 2012 season.

Please stay safe until I see you at NHMS in August and as always, e-mail me at de@ncr-pca.org with questions, comments, suggestions or just to say 'hi'.

Let's continue to make 2012 the best and safest year ever for the NCR DE program!

Mark

The Remaining 2012 DE schedules for North Country, Northeast and Zone 1 Regions:

Month	Date(s)	Track	Host Region
August	06 & 07	NHMS	NCR
	24 -26	WGL	NEB
September	11 & 12	NHMS	NEB
	19 & 20	LRP	NCR
October	15 & 16	NHMS	NCR

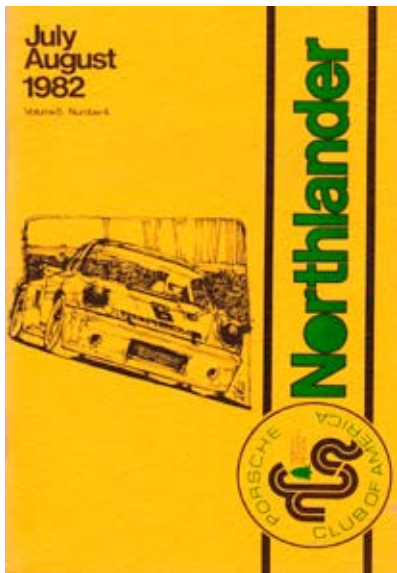


Judy Hendrickson **LOOKING BACK**

As with July 2002 there was no August 2002 issue to be found. So we are once again limited to the July/August 1982 and 1992 issues to peruse...

This month I will share some Porsche trivia from the July/August 1982 issue with you and a tidbit from the July/August 1992 issue (I've been privileged to have both the 914/6 (SIX) and Jelly Bean (993) featured in national publications). The latter article struck my eye as just yesterday I drove Berthold Langer's Boxster after having recently driven the 914/6, both gave a very enjoyable drive. No wonder they were comparing the old and new mid-engine offerings and remember #001 was a mid-engined car as well.

From Volume V, Number 4, July/August 1982



Test your Porschefact knowledge...



PORSCHE TECH QUIZ PART II

ANSWER THE FOLLOWING QUESTIONS "TRUE" OR "FALSE"

1. The parking brake in a 356 is of the pin and sprocket type.
2. The maximum rpm of Porsche turbochargers is around 20,000 rpm.
3. Porsche was granted a patent for the split ring synchromesh system.
4. American film idol James Dean was fatally injured driving a Porsche Spyder.
5. Professor Ferdinand Porsche designed the Lohner-Porsche vehicle, which was driven by electric motors.
6. The front-rear axle weight distribution of a 914-4 is 50%-50%.
7. The "1500" GS "Carrera" engine was noted for its 4 overhead camshafts.
8. The first production Porsche to use a dry sump lubrication system was the 911.
9. The diameter of the 924 Turbo "drive shaft" between the engine and transaxle is over 2 inches.
10. The 924 Turbo has slots in the front spoiler.

MULTIPLE CHOICE: THERE IS ONLY ONE CORRECT ANSWER FOR EACH QUESTION.

1. The 1970 914-4 brakes were
 - a. all disc
 - b. front disc, rear drum
 - c. all drum
 - d. front hydraulic, rear mechanical linkage
2. The road wheel rim diameter on the early (1950-52) Type 356 was
 - a. 14 inches
 - b. 15 inches
 - c. 16 inches
 - d. 17 inches

ANSWER THE FOLLOWING QUESTIONS "TRUE" OR "FALSE"

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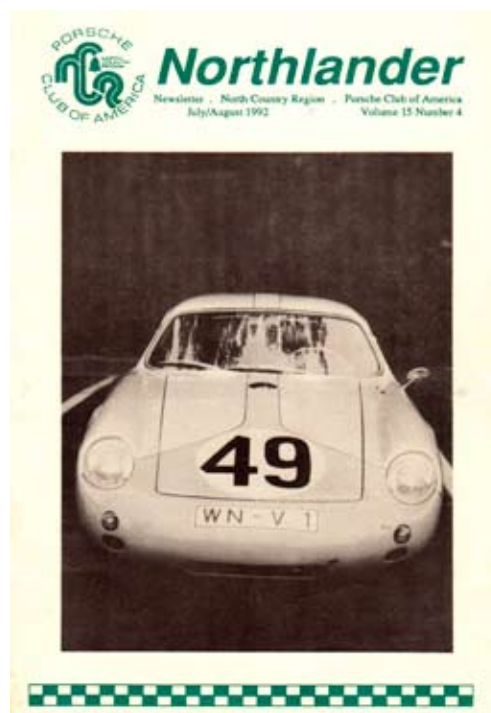
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2. The road wheel rim diameter on the early (1950-52) Type 356 was
 - a. 14 inches
 - b. 15 inches
 - c. 16 inches
 - d. 17 inches
3. The No. 1 356 prototype was
 - a. water cooled
 - b. mid-engine
 - c. a coupe
 - d. built on a VW frame
4. The firing order of a 356 is
 - a. 1,2,3,4
 - b. 1,4,2,3
 - c. 1,4,3,2
 - d. 1,3,4,2

5. Some production 356 engines had two oil pickups and a valve to close one
 - a. under spirited cornering
 - b. under heavy braking
 - c. during rapid acceleration
 - d. when the price of oil got too high
6. The compensating transverse leaf spring on the 356B Super-90 and Carrera had
 - a. no leaves
 - b. a single leaf
 - c. two leaves
 - d. three leaves
7. The Super-90 was so-named because of its
 - a. design number
 - b. top speed

... ANSWERS on page 55

From Volume XV, Number 4, July/August 1992



ADDITIONAL MAUS DROPPINGS

by DOUG HENDRICKSON

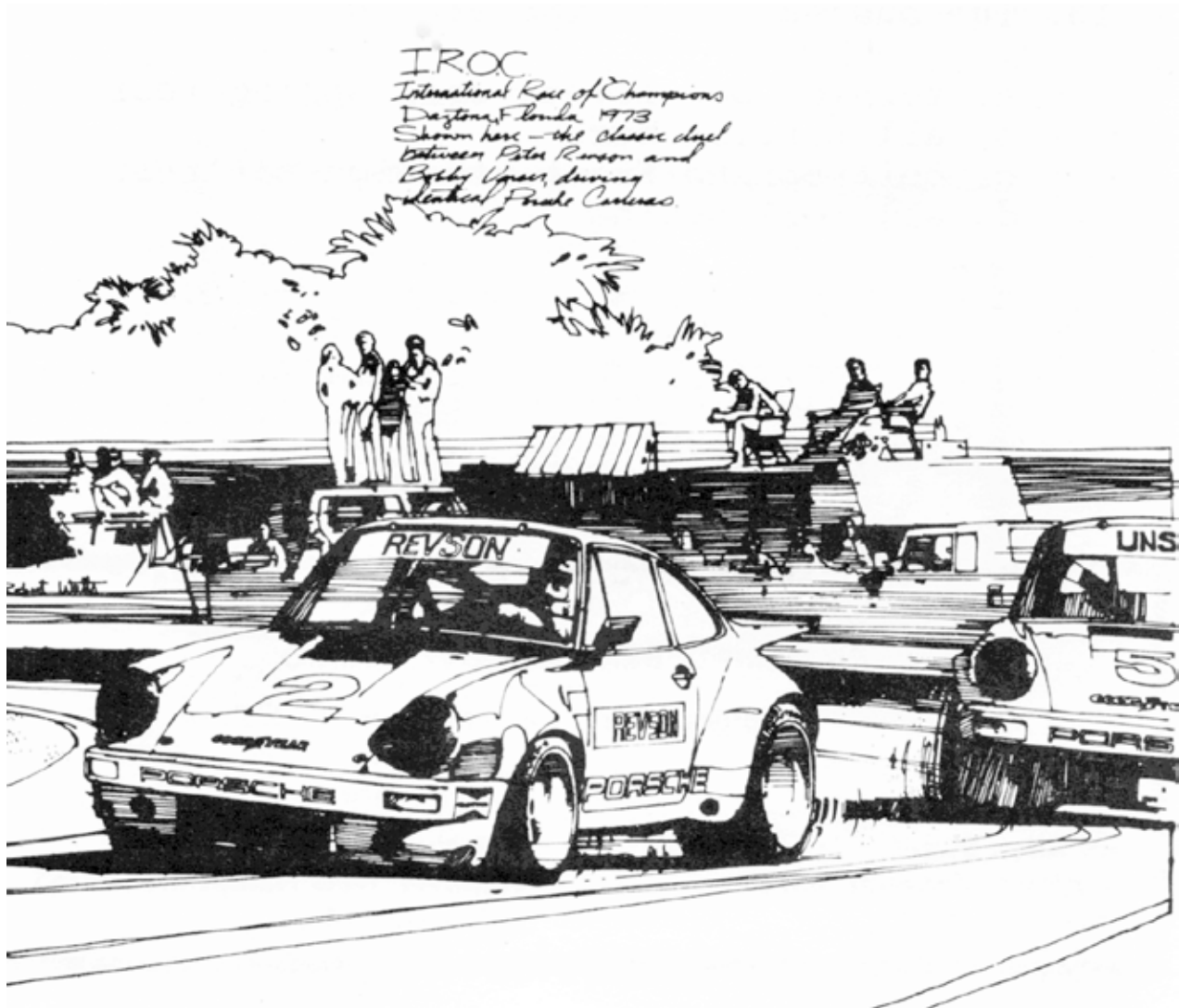


Photo - Judy driving # 9141430389 at Loon '92

One's first Porsche is always your pride and joy. In our case it's the '71, 914-6 that we both won our classes with at the Loon autocross this year. In fact Judy would have been 2nd in the men's class that day! I guess you could say it was a "914-6 Course"; or are all autocross courses 914-6 courses? (Jeff Smith's FTD was also in a 914-6.)

The automotive press has been kibitzing a lot lately on what course Porsche AG should take to regain a share of the market that they have surrendered to the Japanese in the last decade. The consensus of the press, and apparently in Stuttgart, is that a new entry-level Porsche, tentatively called the 986, is due in a few years. The press has likened it to the 914 of 20 years ago and makes comparisons to it. ...Well, AUTOMOBILE magazine is no different; in the August '92 issue, on page 59, they used a Leonard Turner photo of OUR CAR taken at the '91 Parade in their sidebar!

d o u g



Zone 1 48 Hours At The Glen

Story by Rich Willey

Photographs by Biff Gratton and
Track Time Photography



NCR Social Chair, Rich Willey, takes to the track at WGI with his Cayman and becomes a track addict.
Photograph by Track Time Photography.

The Glen. No need to add any adjectives or embellishment. If you ever followed auto racing, you know about The Glen. It's 6.6 miles of thundering uphill and then plunging downhill S turns till you go over the Stone Bridge, then uphill again to Archy Smith's Corner, then steeply downhill on the Railroad Straight, through Friar's Corner, Big Bend with its view of Seneca Lake and finally through the 90 degree Milliken's Corner back to the start/finish line at the Schuyler Count Courthouse on Main St. Catch fence? Gravel traps? Run offs? Nah. This Armco is made up of Oak, Maple, and Pine trees. And sheer drop offs into the water-fall valley that is nature's glen.

But we aren't here to drive the old course. We are driving Watkins Glen International. Oh yes! That WGI. The one of F1, Can-Am, Grand Am and even NASCAR fame. And now PCA ZONE 1 fame.

But back to the beginning. After not seeing WGI in over 40 years (and then it was as a spectator), I decide to sign up for the Zone 1 DE. Mike is going too as are our wives so we decide to travel together. Having gone ahead to see family in western MA, Marilyn and I meet Mike and Biff at the Lee, MA rest stop on the Mass Turnpike on Friday morning. A beautiful, warm and clear-blue-sky day in the Berkshires. As we head west taking the southern route through central New York the weather only gets sunnier and warmer. This looks promising.

But all is not drama free as a tractor trailer decides to take a late exit from Rte. 88 to Rte. 17 on a one lane ramp, and comes two feet close to running over Mike and Biff, with the Cayman right behind them. It certainly got the adrenaline pumping.

With no more incidents we arrive in Montour Falls / Watkins Glen, check in at the motel and head for the track. I had forgotten how steep the climb is from the valley floor up to the

west entrance of WGI. Real steep. We arrive in time to deliver the Zone 1 booklets to Jennifer Webb, our Zone 1 leader and to go on the track walk. Dave Maynard, outgoing chief instructor, loads Mike and me and 20 "close" friends on his trailer and we are off to the start/finish line, where we walk through Turn 1 listening to Dave's sage advice. We repeat this at strategic corners around the course. First impressions are: A) this course has some serious elevation changes, B) this course has some serious elevation changes and C) you guessed it. Glad I put new front pads in the Cayman! Before the weekend was over I was wondering if I should have put about 100 HP in it too....

Saturday morning we get a quick breakfast at the motel and head to the track at about 6:30 to stake claim to two chunks of black top outside garage 25 which is already occupied by NCR cars/drivers that were here for Friday's advanced driver event. Tech inspection is right in front of us, then the mandatory drivers meeting and time to meet or catch up with other NCR folks. Ben Chang and his dog Sky are here with his maroon "turbo". Ha! Also Greg Osche and his wife Susan with their Boxster. Tony Iorfino in his gorgeous blue and red GT3RS and Steve and Mary Schindler in their kitted out Boxster S. Plus Mike and Biff with their modified 964 and Marilyn and I with the stock Cayman. Soon I meet my instructor, Frank, who is from Hudson Champlain Region and is here strictly as a volunteer. He is not even driving. How great is that? We get ready for my first run on WGI. Frank is a gray hair like me, so we hit it off and immediately come to agreement that the objective of the weekend is to learn the line, be safe, and improve every session.

As we line up for the Green run group I see there are almost 30 cars in the staging line with a number of Cayman S's, Carreras, a few turbos, and a few 944s. Even a Lotus. But there is a

strange and wonderful sound too. A rhump, rhump, rhump that is decidedly not Porsche. Soon a 928 with Detroit V8 muscle under the hood pulls up alongside. Like I said, I need a horsepower injection.

We are off. Down the pit lane to the short straight, then up through the S's to the long back straight. No passing under yellow as the tires warm up, (that didn't take long as it's about 75-80 degrees and we have been sitting on fresh black top in the paddock for over an hour). Will I calm down as the tires heat up? Then the chicane/bus stop/ inner loop to the sweeping down-hill right hander, then more down-hill to a constantly tightening lefthander (someone later asks about my "pucker" factor here) and even more down-hill to the infamous tight right hander known as the Toe. Then up over the crest of "the Sole" to a slightly down-hill right hander "the Heel" then up to a fast left, left, right set of turns which lead back to the start/finish line. Yellow is gone and we are moving.

I immediately focus on apexes and not the "Blue Bushes" while keeping an eye out for hard chargers. There are 8 passing zones at WGI and I am immediately letting the really quick folks by. Concentrate, concentrate, concentrate. Hit the apexes, stay off the curbs and rumble strips. Are we downshifting here? Which gear is best through the S's? Can I get out of the Toe in 3rd? And just like that it's over. Session 1 is history.

Back in the paddock Mike and I compare notes and smiles. How cool was that? Consensus was it's too cool.

Now the wait begins as there are 2-3 hours between some of my sessions. Adrenaline is wearing off. Got to stay hydrated.



Camp NCR 2012: Left to right ... Ben Chang and his dog Sky, Marilyn and Rich Willey, Steve and Mary Schindler, Biff and Mike Gratton. Missing when photo was taken, Greg and Susan Osche and Tony Iorfino.



Photographs by Biff Gratton: above the Bailey Cars "replica" 917. Bailey is a South African company who also build replicas of a Ferrari P4, a LOLA, a GT40, their own GT Super Car, and recently an honest to goodness LMP2 coupe destined for Le Mans. See page 38 for more details.

I go look at other cars and start picking people's brains about tires, pressures, seats and brake choices. Lots of Caymans and Cayman S drivers to chat with. I meet "Croc" from the Planet-9 forum and he is very knowledgeable and helpful, as is everyone I speak with. I'm taking a lot of notes.

What are the wives up to? Jennifer has conscripted them to sell jackets, hats and mugs. Also to collect money for Saturday night's track dinner. And in general they are the go-to people for any questions about the event. This all takes place in the north end of the garage which is somewhat cooler than being out in the sun.

It is also a gravitation point as the Bailey car group has brought a full size 917 replica painted in Gulf colors, and parked it in front of their tables. Lots of interest in this car as people attempt to squeeze into the single seater. Getting out takes some doing too and I am not sure it would pass the emergency exit criteria if it were raced. Anyway, you can have a roller with engine and transmission for only 200 large.

There are 3 more sessions on Saturday and the weather is perfect. While there have been a few car malfunctions and a few offs, everyone plays nice, even with club racers circulating in the red and black run groups. The green run group is out for our last effort late in the day and by now I am passing some cars (older 911s, 944s, and Boxsters). That Lotus is wicked fast and Mary Schindler in their Boxster S is no slouch. S's and turbos are just blowing by on the back straight, but Frank says I am doing

great and he can't believe it's my first time at WGI. (I guess studying the DVD that Matt gave me made an impact).

Mike has been out on his own the whole day, the 964 is running perfect and he had a great day. Time for a libation or two, some bench racing at the track dinner, a quick tour of the harbor area and last but not least a drink at the infamous Seneca Lodge. We meet a local couple who marshal at the Watkin's Glen Vintage race in the fall. Sounds like a great reason to go back to the Glen.

Sunday 5:15AM. Up and at 'em. We are back in the paddock and going through the same drill by 6:45. Weather is even better with a slight breeze to offset the heat. Only 3 sessions today but before we go out, Chief Instructor Maynard is not happy. Seems too many black flags were missed yesterday and he is not pleased. (Later Sunday, someone blew through 4 black flags in a row, so I can only imagine how that driver talk went with Dave).

Green run group is first out at 8AM and after 2 laps I get black flagged. What did I do? Frank doesn't know either. So I am into the pits to find the whole run group is in. Dave just wants to be sure his point got across. (I think there was a stalled car off the track too).

By early afternoon many folks are clearing out for the ride home so the run groups are getting smaller. For me that means fewer cars to let pass and fewer cars to run down, but hey, Frank says



the drivers' meeting ... and: Biff in a Bailey.



I've got the line down and we are making more speed than yesterday. I consistently break the 100mph barrier on the back straight so some small success there.

However, in some run groups fewer cars on the track just gives the remaining drivers more room to prove themselves. There are several offs to prove the premise that late in the day run groups are most accident prone. Luckily everyone walks away with only egos and wallets badly bruised.

It's Sunday afternoon. The ladies have sold their wares and packed up the remaining items for a later day. Cars are stripped of tape and loaded with our track gear. After a much needed shower we have dinner over-looking Seneca Lake at the historic Montage restaurant. Great view.

We had decided to stay over Sunday night instead of trying to make the 8 hour slog back to NH after a full DE day. Wise choice. On Monday, we take the scenic route west of Seneca Lake to Geneva then Rte. 20 eastbound to Albany. Great relaxing drive through the farmland of New York with rolling hills and beautiful

scenery. Outside Albany we hit the Northway then the Turnpike and by 7ish we are home safe and sound. If you have never been to the Glen, ya gotta go. Walk in the footsteps of Moss, Clark, Hill, Brabham, Surtees, Stewart and McLaren to name a few. And now Gratton and Willey!

Is it too early to sign up for the 2013 Zone 1 48 hours?

Oh BTW, before we left Sunday morning, both of us drove the old Grand Prix circuit. Arguably one of the best parts of the weekend. I have no idea how they drove this at speed in open cockpit cars, on skinny tires with marginal brakes. No guts no glory I guess. If you get the chance drive both WGI and the old course, neither will disappoint you.

ALMS

Photographs from Road America, Watkins Glen,
and Lime Rock Park

by Kevin Bobbitt and David Churcher



Rebel Rock Racing's GS Porsche led the race at Watkins Glen, ultimately finishing 11th.

Back in 1999 Dr. Don Panoz thought it would be nice to bring a little bit of Europe to the USA. It was a nice idea and the USA has latched onto it. Today we have a series of races across the USA which most will conjure up the experience of being a spectator in Europe.

The ALMS series provides wonderful photo-ops and Northlander photographers such as Kevin Bobbitt and David Churcher do not miss the opportunity to bag some shots.

Kevin was at Road America and at Watkins Glen. I went to Lime Rock with the intention of removing the disappointment of Long Beach. It worked.

Lime Rock has to be the most spectator, and photographer, friendly site in the series. Access to the cars and the drivers before the race is wonderful. To photograph the cars during the race is equally so.

On that point, I must make a point: just an hour before the drivers had to start their race they were signing autographs and being totally available to kids and old men enthusiasts. To watch Patrick Long exchange comments with fans was a joy. But just a few minutes before the start of the race these drivers and their crews were along the finish straight chatting and posing. A wonderful sight to see.

Do I have any complaints at all? Oh, yes ... the weather was a bit humid and hot. One autograph session was, to me, a bit over the top. A famous film star had a line up beyond belief. To photograph the car and garage, and the spectacle created, only got me a suggestion from a 240lb (109kg) gentleman in sunglasses to suggest I take a half a step back.



Rum Bum at the Glen - they won again!



Using all of the track and a little wheel too.



Andrew Davis climbs the esses at the Glen in the famous #59 Brumos.

Photographs on pages 18 and 19 by Kevin Bobbitt.



At the autograph signing session in the paddock Patrick Long was full of smiles and humor treating all who came through the line with enthusiasm. Butch Leitzinger took time to chat with a little girl and autographed a shirt for her.

We do not have space for more photographs like these two but the scene shown here was repeated all over the paddock. The drivers and LRP really made it a special event.



Muscle Milk came from behind to win ...



Jörg Bergmeister and Patrick Long won in GT ...

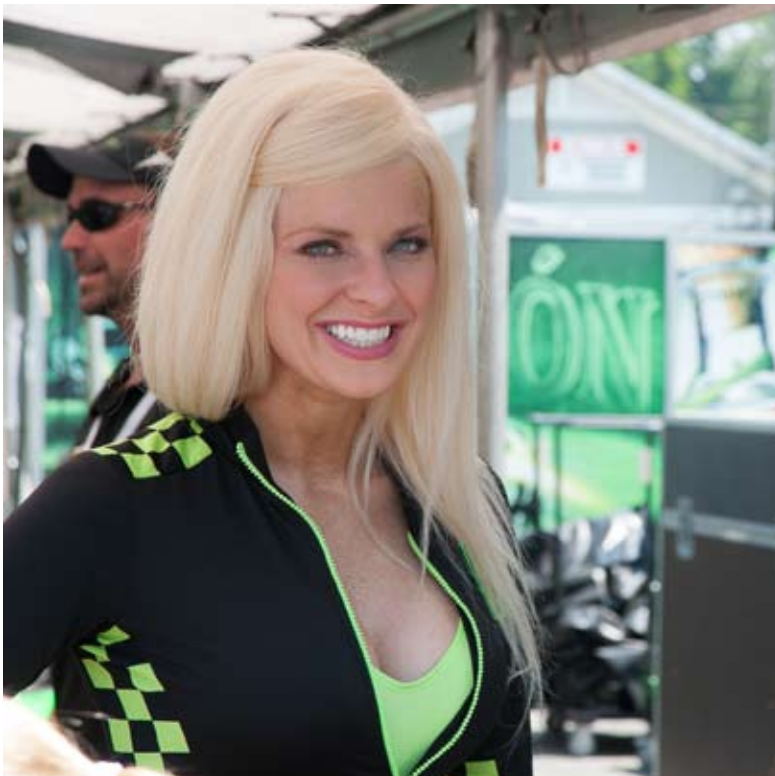
Jörg Bergmeister and Patrick Long won in GT for Flying Lizard Motorsports in a fantastic fight with Corvette Racing and Extreme Speed Motorsports.

Muscle Milk Pickett Racing scored a victory for the ages at Lime Rock Park on Saturday. Lucas Luhr and Klaus Graf came from four laps down to win the American Le Mans Northeast Grand Prix. It was the second victory at Lime Rock Park for the Muscle Milk team but first with Honda Performance Development's ARX-03a prototype.

The above two paragraphs are from Lime Rock's email which was sent out while I was driving back to NH. Amazing. This is the way it should be.

Can it get any better? Yes ... as I began to write this page I learned Mark Webber had just won the British GP. Can it get even better? Yes ... Mark might be World Champion in 2012.

Photographs on pages 20 and 21 by David Churcher.



The prettiest Porsche in the park was the 911 from Canada. The Northlander photographer likes to snap the ladies and usually chooses the Falken girls. But at LRP he considered the smiles from the ladies in the Tequila Patron pits to be his favorite.

Oh! What a Parade!!



Oh! What a Parade! Indeed!!

North Country Region was well represented at Parade and came away with a few trophies too. Jay Gratton was awarded Enthusiast Of The Year, Dick Demaine won 5th place in the Web Site Contest, and Ellen Beck won the ladies' class in the Tech Quiz. *Northlander* was fourth in it's class.

As always, Parade is a festival, a reunion, an arena, a banquet. It is something not to be missed if you can possibly pull it off.

On these two pages and a few pages following we have a photographic feast of the event from the sharp eyes and cameras of Jay Gratton and Ed and Nancy Broadhead.

Oh! What a Parade!!

Oh! To have been there!!



A few photographs taken by Jay of scenes he thought worthy. Top right is his new favorite: a rare 993 Porsche. At lower left ... his new drive? Page 22 ... eye candy.

Could be Northlander just found a new photographer!



While on the road home Sunday Nancy Broadhead sent the above iPad photographs she took at Parade and the following message:

Latest news! NCR got an honorable mention, a trophy and \$250 for charity work. Ed got sixth in the early 911 class in the History/Tech quiz, and got a trophy. I won't discuss how I did, but it was my worst ever... Ellen Beck won the ladies class in 924/944/968.

Another Parade, Another Adventure!

Story by Nancy Broadhead

You might think that after attending so many Porsche Parades (27 previous for Ed, 24 for me) it'd all be old hat, been there - done that, encountered every possible problem, nothing new could break, etc. But you would be wrong...

Over the years, an MO (I've seen too many cop shows) has evolved: Ed does the driving, I do the "administrative stuff" for our longer trips. We find that getting on the road around 7am then quitting 3-4pm is a manageable pace for us. Crossing time zones still confuses things, easy going west, a bit stressful headed east.

Planning a NH->SLC->NH jaunt required lots of time with the various mapping programs, an atlas, Yelp, and hotel websites. We prefer not to drive to dinner after being in the car all day. Working backwards, we knew we wanted to arrive at the Parade early Saturday afternoon. Our first day could be a fairly long one; we know the roads well, even though the professional mappers clearly don't. They consistently send us all the way to White River Junction, VT, to access Rte 91, though we prefer a Sunapee-Newport-Clairemont route to Springfield, VT. And what they do with roads in our neighborhood is laughable!

We scheduled segments ending in Erie, PA, Princeton, IL, Kearney, NE, Rawlins, WY, returning via Ogallala, NE, (you may recall our incident there on the way back from the Steamboat Parade), Grinnell, IA, Maumee, OH, and Appalachin, NY, again with the first day being the longest, planning our arrival at home for mid-day on Thursday to pick up the cats from "camp" and give Ed time to prepare for the two NCR events on the weekend.

The trip west went pretty much as planned. NER members Charlie & Martha Dow caught up with us in Kearney, NE; they'd been visiting family in Indianapolis. The next day in Rawlins, WY, we had expected to eat in the hotel restaurant, but the Dows had an alternative suggestion from Chicagoan Lee Lichtenstein of a Thai restaurant in town. I was assigned to make the decision. After entering the bar/lounge/restaurant, it was easy. I hadn't been anywhere that smoky, noisy, and generally unpleasant since college! And when I heard about Karaoke until 2am... Fortunately, our rooms were at the opposite end of the building and we never heard or smelled a thing! Needless to say, we joined Lee and John Miller at Anong's -- which has a well-deserved collection of 5-star reviews.

Oh, yeah, I haven't said anything about the Porsche we were driving: Ed's newly-acquired Speed Yellow 2004 GT3. We haven't had time to have a clear bra installed, so Ed liberally covered its stone-vulnerable parts with blue painter's tape from Home Depot. Subtle? Not so much. It's fast, the Ed-installed cruise control has so far protected his license. It's firm, every seam in the road is noticeable. Its steering is quick and requires total concentration. Ed finds it much more work to drive than his other vehicles, I as a passenger actually find it quite

comfortable. Its AC works just fine. We had to resort to smaller units of luggage; the large piece that fits so nicely in the nose of the Boxster doesn't fit the GT3. The front trunk apparently has something underneath that raises the floor.

Back to the Parade. We arrived on schedule and checked into our motel, in the next block from the Little America Hotel (LA) headquarters. (A bit of a walk for a lot less \$\$.) Ed went to the PCA car wash to get rid of the road grime and be socially acceptable, NOT as Concours prep.

Spent most of Sunday at Registration, at least that's what it seemed like. In recent years, the process has been streamlined a bit and the window has been shortened to one day. Now, thanks to modern computers, when we checked in at our car# and signed the releases, the cover page of our packet showed only the events and/or activities we had chosen/paid for. Those indicated were the only tables in the room we had to visit before collecting our goodie bag on the way out. Of course there were still bottlenecks, and of course we were part of a great rush when Registration opened at 9am. When, if ever, will we learn that we could show up at noon and just breeze right through? Sure, we'd have a narrower choice of banquet seatings, but Parade is great for meeting new people anyway!

Not the most avid of shoppers, we nonetheless visited the Goodie Store that afternoon. Good thing, too; it got quite sparse later in the week. Not an obvious dud among all the logo products; the purchasing skill has been upgraded.

Sunday night, the Zone 1 party, then the Parade welcome party. Zone 1 gathered at Roula's, a Greek breakfast/lunch place a few blocks away. They set up a snack buffet for us after hours. We met NCR members Peter and Leigh Roessiger there; Leigh planned to spend much of her time using the LDS resources for her genealogical investigations.

The Grand American Hotel (GA) across the street from LA (and a little further for us) was the site of the welcome party and all the banquets. Tonight's social hour was out in the courtyard with fountains, terraces, and flowers. The BBQ buffets were in the hallway with dining tables set up in many adjacent rooms.

Monday was the Concours on the grounds of the Utah state capitol. A lovely spacious site, somewhat elevated from the very flat city itself, but with the same 360-degree backdrop of huge mountains. Almost 40 years after we first visited Salt Lake City, and even in the summer, that still looks fake!

We've been working Concours scoring for quite a few years now, and it's certainly my volunteer job of choice. For starters, it's indoors. I don't handle hot weather well, and it was HOT in SLC. Every day. We get to work with a lot of old friends on this job, work well together, and make it fun! I took my usual brief tour of the historic display, while Ed went further afield, since we didn't have to work until after 9am when the scores actually

start coming in. Tuesday, TSD Rally day. We went on a driving tour instead, which went into the mountains on wonderful winding roads to Sundance, where we had a delicious buffet lunch at Robert Redford's Conference Center, but no appearance by The Man himself.

Concours banquet. Best meal of the week, filet mignon and prawns. **The very biggest news of the day: Jay Gratton was named National's Enthusiast of the Year!** In other good news: Bob Gutjahr ("Mr. Ellen Beck") received the Zone Reps' Award for Service to PCA.

Wednesday, Day 1 of autocross. We did another driving tour instead, this one to the High Uinta and Mirror Lake. The box lunches fed us for 3 meals. Luckily, we were carrying a cooler, and our room had a fridge. The excitement on this tour was when we caught up with a massive flock of sheep (1000+/-) with their accompanying cowboys and dogs. Took us a good 20 minutes to ooze ourselves through the bahhhing ewes and lambs. No injuries to sheep or Porsches were reported.

Rally banquet. At this banquet, **NCR Website placed 5th in its class. Congratulations to our webmaster, Dick Demaine!** The Dows did enter the TSD rally and trophied in the Navigational Plus class.

Thursday, Day 2 of autocross and Gimmick Rally. We did the Gimmick Rally, another big success by our own Ellen Beck! That's Ellen's and the Rally's success, not our own. Interesting gimmick, requiring minimal scoring effort: sum up all the speed limit signs on the route, subtract all the warning signs (speed, grades, etc), resulting in one single number. That's your answer. En route, we just logged signs, then did the arithmetic at the end. For tie-breaking, at the start each entrant had to predict what their answer would be.

Friday, tech quiz. Ed was 6th in his class, Early 911; it's quite a large class, so he trophied. I was 6th in my class too, but that's all I'm willing to say about it.

Autocross awards. Have to say here that the restrooms at the GA are about a mile and a half away from the ballroom. Also that the hotel is large enough to host several major conventions simultaneously. Some Paraders did enjoy some hors d'oeuvres at one of the others. I learned about Western Governors University, a regionally accredited, non-profit, online university. They were anticipating graduation the next day and buying lots of their logo items. Their Goodie Store had been moved to the hall because of weather concerns -- yes, between our ballroom and the restrooms.

Saturday, volunteer lunch at the zoo. And it was a zoo. We never saw any animals. We were encouraged to drive to the event, there would be plenty of parking. There would be only one bus, for people who didn't bring a car to Parade. Well, perhaps there was lots of parking -- but it was all full! We drove around quite a while then found a spot on a street in a residential development up behind the zoo. Didn't win any significant door prizes -- one lucky couple each won a set of tires! (Advice to future Parade organizers: if the workers' party is off-site, use shuttles.)

Parade of Porsches. Arrayed by model, we drove sedately through town under police protection at each intersection, up

and around the Utah state capitol, then back to LA. There were lots of people out waving. It sprinkled only a little. Contrast with 2011 Savannah: pouring rain, 20+ mile route, speeds up to 70 mph.

Victory banquet. **NCR got Honorable Mention in the PCA Public Service Awards**, so we'll be bringing home the trophy for that; I assume the accompanying check will be mailed to Lisa. Ed collected his tech quiz trophy. This year's souvenir wine glasses are short enough to fit into our dishwasher.

Sunday, heading home. In Wyoming, no one seems to care how fast you drive as long as you're courteous about it. Our first long day, to Ogallala, NE. Ate at the same peanut-shells-on-the-floor roadhouse that we'd frequented when we were stranded by fuel-pump failure in 1998.

Monday, Grinnell, IA. The restaurant we hoped to revisit has closed and reopened as a student-oriented mostly takeout business. So we headed for the reputed "best steak in town" in the Porsche, only to discover that it was next door to our motel! Another mapping failure, it had looked close to a mile away online. Ed dropped me off, then took the car to the hotel and walked back. Good steaks. We opted out of "grill your own" and let the pros do it.

Tuesday, Maumee, OH. Nice idea, but we didn't get there. Cruising along I-80E, we spotted a column of black smoke a few miles ahead. Before we reached it, the GT3 produced the ominous sounds and feel of a flat tire! Stopped by the side of the road to confirm that disaster, we observed as a police car, an ambulance, and two fire trucks flew by. Called AAA for a flatbed. Police were all tied up with what Waze told me was a semi crash-and-burn, so we just sat warily by the side of the road while the big trucks charged by.

Can't say enough good things about Chuck's Repair & Towing of Sturgis, MI. Flatbed arrived promptly, the driver took instruction from Ed about loading the Porsche, and took us back to his shop. While one rear tire was destroyed, the second was corded! Negotiations with Tire Rack and with Chuck's ensued. The results: Chuck's wife took us to a nearby hotel. An employee picked us up the next morning. At the shop, he & Ed took off all 4 wheels and loaded them into the SUV. He drove us to Tire Rack, about an hour to the west, where new tires were mounted on all 4; Chuck doesn't have the precise tire-mounting equipment that our wheels require. Back to the shop to put the wheels back on the GT3. Steve was happy that he got to spend half a day driving around/hanging out with air conditioning!

We were on the road again about 2:30pm, 100 miles west of where we'd planned to be the night before and in addition 7+ hours late for Wednesday. What to do... Ultimately we "pressed on regardless" arriving at our motel in Appalachen, NY some time after 11pm.

Back on schedule. We arrived home Thursday afternoon! We're happy to be here and so are our cats.

Glad that next year's Parade is not so far away, in Traverse City, MI. For 2014, we'll have to think about it: Monterey CA.

Photographs on page 27 by Nancy Broadhead.





A very sentimental moment for NCR. Ellen Beck and Jay Gratton at Parade 2012. Photograph by Vu Nguyen



Another great moment for NCR. Hans-Peter Porsche, Jay Gratton, and Wolfgang Porsche at Parade 2012.
Photograph by Vu Nguyen

NCR Make-A-Wish Car Show - July 22

Photographs by David Churcher



Nothing beats a fine day, fine food, and a car show. NCR's Michael Lucci organized a super event which was hosted by Porsche of Stratham. Over 70 cars were on show.

Special thanks go to Porsche of Stratham, DJ Michael Gryre of Audio Events, and Kathy's Kitchen.

NCR was able to donate \$2500 to Make-A-Wish. And Porsche of Stratham said they will do it all again next year.







The prettiest Porsche in the park.
From Canada, Number 11 of Cumming and Valiante
July 7, 2012 ALMS at Lime Rock Park.
Photograph by David Churcher.



2nd Annual NCR Car Show was a huge success!



Michael Lucci of NCR and Harry Robinson of Porsche of Stratham organized and hosted a spectacular event. In the following pages we acknowledge two major contributors to the event ... but thanks go out to all who were there. It was a great day.

The weather gods were with us for the 2nd Annual North Country Region Car Show for the Benefit of the Make-A-Wish Foundation of New Hampshire. The sun was shining and the temperature was just right.

The club welcomed approximately eighty beautiful cars onto the grounds of Porsche of Stratham. The field consisted of numerous Porsches, a pair of Ferraris, three Vipers, An Acura NSX, a pair of the newest version of the Mercedes Benz SL's, (a Cabriolet and a Gull Winged Coupe). We also had Steve Allen's funky 1974 Myers Manx Dune Buggy, a 1970 Chevy El Camino SS and of course Ed and Nancy Broadhead's 1957 Porsche Tractor. Oh, and did I mention my personal favorite, Jay Bertelli's rare and absolutely stunning Black 2005 Porsche Carrera GT, sporting over 600 horsepower and an original MSRP of over \$320,000, I can only dream...

The day started early as many club members showed up before 8 AM to put the final preparations in place. Club President Jay Gratton and Vice President Matt Romanowski put together their plan as to where to park each of the five classes. Breaking from tradition the contestants' cars were separated out by decades. The classes were broken out as follows, 50's & 60's. 70's, 80's, 90's and 2000 and up.

Soon thereafter the registration table was rocking and rolling! Judy Hendrickson and Kristen Allen did a superb job of keeping track of all of the entrants, writing out the windshield placards and managing the donations.

Harry Robinson of Porsche of Stratham was a more than gracious host for the day's festivities.

My good friends, DJ Mike Guyre and his assistant Lynne MacDonald of Audio Events did a great job of spinning the tunes and keeping the crowd up to date on raffles and other goings-on.

We were all treated to a delicious lunch, catered by Kathy Robinson of Kathy's Kitchen and sponsored by our host Porsche

of Stratham. A 50-50 Raffle was adeptly handled by Jon Palmer, Make-A-Wish Volunteer and Dad of Wish Child Trevor, as well as other Make-A-Wish volunteers Jamie, Katie and intern Brittany. Our own Ivy Cowles sold tickets for the dealership sponsored complimentary weekend rental of a Porsche.

The Award Plaques presented to the winners by Wish Kids Trevor and Patrick went to the following entrants:

1950's & 60's Class was captured by Tom Tate of Medfield, MA and his black 1958 356 Speedster.

1970's Class and People's Choice Awards went to Frank Crossman of Dover, NH and his red 1970 911 Targa.

1980's class was seized by David Rossette of Amesbury, MA and his stunning silver 1986 911 Turbo (930).

1990's was a hotly contested class as last year's winner John Dunkle took on Judy Hendrickson's Jelly Bean for a re-match but in the end there was a surprise upset by Mike and Biff Gratton of Hampton, NH's Amazon Green 1993 911.

2000 and Up Class and the Make-A-Wish Kids pick went to Lou Frate of my hometown Winchester, MA and his Carrera White 2011 GT2 RS.

Lastly, Harry Robinson presented the Porsche of Stratham Dealer's Choice Award to Ed and Nancy Broadhead for their Red 1957 Porsche Tractor

Through everyone's generosity we were able to raise over \$2500 for the Make-A-Wish Foundation of New Hampshire. As a long time volunteer and father of a Wish Child I wish to personally thank everyone for making the 2nd Annual NCR Car Show a fun-filled success. Remember, "it's not about the cars, its about the people."

See you next year.

Michael Lucci



Special thanks Kathy's Kitchen in Barrington, NH they have been providing fantastic luncheons for all of North Country Region's Make -A-Wish Car shows. Owner Kathy Robinson, with her charming personality, handles these events with ease. Not knowing if there will be 50 or 150 she is prepared. She transforms the show room into a dining room and everyone is comfortable and well fed. Kathy has been providing catering services to corporate events, private parties and weddings for 6 years, ranging from 40 to 250 people. In addition, she will also be your private chef, organize a cooking party for family or friends night out or a back yard barbecue No event is too small, she will even do "drop off catering" along with handling any rental items required She does it all, if you can imagine it, Kathy will make it happen. You can contact Kathy at Kathy's Kitchen, 14 Nichols Way, Barrington, NH 03825 603-335-3024.



Special Thanks to Mike Guyre of Audio Events for providing our DJ and MC services for our Make -A-Wish Car show. Mike kept us entertained, informed and most of all helped promote the reason we are all there. To support Make-A-Wish and provide them with some much needed funds. Mike was constantly reminding us of the 50/50 raffle and the "Drive a Porsche for a Weekend" raffle, helping to make a successful event for Make-A-Wish.

Mike and his team located in Barrington, NH are centrally located to serve NH, VT, ME and MA with audio entertainment services. With over 20 years of combined DJ experience and an impressive 170,000 title music library, they are able to handle your wedding, party, corporate event, anniversary and more. They also provide live sound reinforcement for corporate, public speaking engagements and concerts. With a complete professional recording studio they are also able to provide recording facilities for your band, voice over or advertising commercial. You can contact Michael at Audio Events, 710 Calef Highway, Barrington, NH 603-722-0108 or email mguyre@audioeventsonline.com. Check out their web site at www.audioeventsonline.com.

Excellence from South Africa Available Now in USA

Story by David Churcher

Photographs by Bailey Cars ZA



It is a great privilege to be of a certain age and to have been a motor sport fan in the days when the Porsche 917 ruled at Le Mans and in the Can Am series. It is an equal privilege to have been there with an engineering interest and witness the design efforts of men like Hans Mezger. It would seem to me, on brief reflection, the world of motor sport today has a lot of gear heads still living those days and wanting to build or buy replicas of those cars.

My own preoccupation with the 917 I think is close to being a disease or sorts. Almost as bad as my disease of photography and itchy feet. The recent event at Watkins Glen conflicted with other events on my schedule so I did not go. Had I known a 917 replica was to be there the photography and itchy feet would have ruled and I would have been there in a flash.

However, Rich and Biff came back with a great story and photographs that prompted this article. When I saw Biff's photographs of a blue 917 with the Bailey name on the side my interest and brief knowledge of Bailey inspired some more current research. South Africa is not short on motor sport enthusiasm nor on builders of replicas. A very nice Cobra replica comes from down there, as does the Noble and its siblings. I looked at a Bailey GT40 a couple of years ago at our local exotic car show. That GT40 was absolutely beautiful. Even if you are not a real 917 fanatic keep reading here ... there is mention of Bailey's other delights: GT40, Ferrari P4, Lola T70. And if you want to go racing in a super car they have one to offer. If you are a really modern enthusiast as opposed to an old one you can admire the Bailey LMP2. Three of these racers have been built.

My first impression of the 917 indicated to me it was not proportioned correctly. The problem must have been perspective

by the camera. To verify the shape I was in contact with the US distributor, Ron Gallo of Bailey Cars North America. Verification came quickly. The car is correct and Peter Bailey passed us details to support this. More on this below. But now having mentioned Ron I will point out he represents Bailey and all their models and he is affiliated with Eddie Grover of Chilly Performance in Florida who worked at the Bailey Factory. Eddie will do the mechanical and electrical work required to get a roller operating as a complete car. Contact info for Bailey Cars North America accompanies this article. Ron is very proud to represent Bailey in the USA ... the following is a quote from Ron:

"Upon walking into the spotless Bailey factory I knew the quality control and individual attention to each car meant future happy USA owners."

The 917:

I will quote here the reply from Peter Bailey in answer to my questions.

The project was started with actual blueprint drawings of the original factory 917. The chassis is almost identical, save for the Roll over bar and a little extra front feet protection for driver. The tail lights have even the original part numbers. The pedals even are same with original 908 part numbers, so we replicated it as close as possible. The shape is very close, if not the same. Without actual measurements there is no discernable difference with the real 917.

The specifications for the 917 make interesting reading. In addition to the above salient points it has a built in roll cage and a chassis which is stiffer than the original. Aluminum panels are laser cut, riveted and bonded to the laser cut steel tubes. The



Photographs above are the Bailey LMP2 car ... it is decorated with logos of South African sponsors. The car was on display in France during the July Le Mans Classic event and it received a lot of attention. It will be back in France next year ... to race.

suspension is A-frame links (wishbones) with two way adjustable coil overs. Uprights are billet machined 7075 aluminum and the rod ends are Aurora.

Brakes are 4 pot AP Racing (British) ... wheels are 16 inch x 10.5 at the front and 16 x 15 at the rear. The interior is finished in Alcantara and the roll cage is covered with the same.

For an engine a Porsche flat six is recommended. Transmission can be G50, G60, or a Hewland.

And those dimensions I first thought were off:

wheelbase	2310
height	950
width	2000
length	4250

I really regret not getting to see the car at The Glen but I intend to fix that oversight. And, now, a little bit of info on the Bailey LMP2.

The LMP2:

Again, I will quote Peter Bailey ...

Our LMP was on display last week [July 7] at the ACO members enclosure at Le Mans [the Classic event]. It was very well received. It currently has a Ford 5.0 L engine as per regulations. It has done extensive track testing and is up to the class specs and times.

We removed the 2.0 L Mazda turbo engine as we felt it would not last 24 hours, and the organisers changed the rules allowing a 3.2 L V6 Turbo engine.

Doing some research on this ambitious project reveals a lot of press reports and videos from South Africa. The car is designed to meet the ACO rules for 2012~2013 and it is expected to race at the Le Mans 24 Hours in 2013.

The engineering is first class and the ideas are from Greg and Peter Bailey ... a father and son team. The high tech engineering for aerodynamics, suspension design, engine and carbon fibre tub is a cooperative effort between Bailey and several highly qualified ZA engineers and the Witwatersrand University in Johannesburg. Two of the engineers are involved with Red Bull Racing and Prodrive.

I will quickly admit to being favorably biased and enthusiastic about this project. Probably something to do with being antipodeans. But it is no surprise such excellence is coming from ZA ... it is after all the home land of Gordon Murray.

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Contact details for Ron Gallo who is the Bailey rep in USA.

NCR Fall Get-A-Way 2012

Where: The Wentworth Country Inn, 1 Carter Notch Road Jackson, NH. www.thewentworth.com In the heart of the Mt Washington Valley yet secluded in the village of Jackson, away from the traffic and hustle of other valley communities. The Inn dates to 1869 when it was built by Joshua Trickey as a wedding gift for his daughter, Georgia. Through the turn of the century it was a smaller "Grand" hotel with a European flare, including a casino, billiard rooms and grand ball room.

Amenities: I have obtained pricing for Main Inn -Standard Rooms (see their web site) for our event. Upgrades are available to superior rooms for a premium, by inquiring when you register. They also have deluxe cottages which you may investigate individually. The inn has on-site dining as well as a piano lounge. (Unlikely that the outdoor pool will still be open). But perhaps the Wentworth Golf Club next door will be.

When: Friday October 19th through Sunday October 21st 2012.
Note this is a two night event.

Price: \$125 per night double occupancy (\$113 per night single occupancy) plus applicable taxes and resort fee. Approximate total price per night is \$142.25 (\$126.17 single) and it includes breakfast Saturday and Sunday morning.

How to reserve a room: Each NCRer attending the weekend is responsible for booking their room using their own credit card. Contact The Wentworth directly at 1-800-637-0013 and identify yourself as attending the Car Club event hosted by Richard Willey. At the time you book your room, also send an email to the NCR Social Chairperson by clicking Information/Committee chairs/Richard Willey on the NCR website and filling in the Contact section, identifying who will be attending 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 as there is a **cut off date** of September 15th. 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.

Meals: We will have a group dinner Saturday night Oct 21st at the Wentworth. Details are still being worked out. It will either be a flat fee buffet dinner or a plated meal with specific choices/



prices. Either way, each person's cost will be charged to your bill. Beverages will be extra and you will pay for those individually. Your social chairperson is exploring meal options at the Wentworth for Friday night and will also identify other food venues near Jackson. Hopefully many of us will eat together Friday night at well.

Things to do: Where do I start? First and foremost, your Social Chairperson is planning a killer tour. (No, we will not be driving the Kanc). Second, the North Conway outlet malls, artisan galleries and area antique shops are but a few miles away. Shop till you drop. Third, weather permitting the Mt. Washington access road is just up the road. You can drive it or take a tour van. (I believe it is dirt in some sections but I will let you know). And the Cog Railway is another option to ascend Mt. Washington. It's on the far side of the mountain up Rte. 302 through Crawford Notch. (Check out the Willey House on your way). Fourth, there are any number of hiking trails, overlooks and natural sights in the White Mtn. National Forest which is all around you. Fifth, for you railroad buffs there is the Gorham RR museum which is typically open weekends in late October, and only 20 miles away.

How to get there: Your GPS or Google Maps are your best bet. Travel time is approximately 2 hours/ 90 miles from Portsmouth and 2.5 hrs. /110 miles from Manchester. The Social Chairperson is mapping out a fun drive from southern NH. Registered attendees will get follow-up email with the route, starting point, etc. for those wanting to drive up together on Friday afternoon.

Saturday 10-21-11 Tour: Have you ever been to Norway? How about Poland? Maybe Naples or Paris? Stay tuned.





ZONE ONE 2012 AUTOCROSS



August 25th - 26th, 2012 Moore Airfield, Ft. Devens Ayer, MA

The Event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCRs) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.

Cost

\$60/person early registration on or before 8/12/12
\$85/person after 8/12/12
Registration fees are for one or two days.
Online registration via clubregistration.net only.
No on-site registration the day of the event.
Registration will open 7/5/12 and close 8/22/12.

Host Hotel

Springhill Suites by Marriott
(<http://devenscommoncenter.com>)
31 Andrews Parkway
Devens, MA 01434
Phone: 978-772-3030
Rate: \$129/night + tax
Refer to Code: **"AUTC"** for group rate
You must book by 7/28/12 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
autoxerpca@aol.com
(516) 804-2562

Zone 1 Autocross Registrar: Aaron Ambrosino
zone1axregistrar@gmail.com
(518) 729-0017

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

Autocross #3 - Photographs & Results

July 21, 2012

Photographs by David Churcher



NCR Autocross #3, July 21, 2012

N:Novice Porsche				AM	PM	Total	PAX
1	S8	Stijn Tollens	2006 911 4S	75.493	72.147	147.640	122.541
2	S4	James Trenez	1993 968 Cabriolet	76.672	75.484	152.156	122.637
3	S8	Sam Curley	2012 Cayman S	73.272	75.171	148.443	123.207
4	S8	Marcus Collins	2012 Cayman S	77.911	74.525	152.436	126.521
5	S5	Robert Liotine	1986 911	79.834	78.566	158.400	127.670
6	P8	Kyle Pelton	2004 GT3	75.433	73.639	149.072	127.903
7	S3	bob britton	1979 928	81.267	78.426	159.693	128.712
8	I5	Aaron Fahy	1999 996	73.903	74.359	148.262	130.322
9	S5	Nicholas Capano	1987 carrera cab	80.386	81.470	161.856	130.455
10	S5	Giovanni Cicconi	1987 911 Carrera	84.447	79.453	163.900	132.103
11	S5	Michael Conway	1991 911	82.627	81.448	164.075	132.244
12	S2	Erik Christiansen	1985 944	85.293	83.452	168.745	139.214
1S:Strict Stock 1-6				AM	PM	Total	PAX
1	S6	Mike Stukalin	1995 993	70.161	68.430	138.591	113.090
2	S6	Ernest Grasso	2001 Boxster S	71.020	70.725	141.745	115.663
3	S5	Jeff Johnson	1987 911 Carrera	72.863	72.027	144.890	116.781
4	S6	Lev Tabenkin	1996 993	74.233	72.079	146.312	119.390
5	S5	jack goudreau	1982 911sc	82.043	81.320	163.363	131.670
6	S6	Jack A. Saunders	1995 993	87.986	94.103	182.089	148.584
2S:Strict Stock 7-9				AM	PM	Total	PAX
1	S8	Ed Moschella	2012 Cayman	67.515	67.176	134.691	111.793
2	S8	Brian Kelly	2005 997 S	72.416	71.273	143.689	119.261
3	S8	Anirudh Joshi	2006 911 C2S	72.891	72.813	145.704	120.934
4	S7	Benjamin Chang	1999 996	76.043	74.407	150.450	122.917
A:Production 1-2				AM	PM	Total	PAX
1	P2	Bill Aubin	1984 944	70.179	70.158	140.337	115.778
2	P2	Joe Kraetsch	1988 924S	69.809	70.587	140.396	115.826
3	P2	Lisa Roche	1988 924S	71.034	71.581	142.615	117.657
B:Production 3				AM	PM	Total	PAX
1	P3	Chris Darminio	1976 914	67.018	66.996	134.014	111.633
C:Production 4				AM	PM	Total	PAX
1	P4	Oliver Lucier	1998 Boxster	65.060	64.938	129.998	108.288
2	P4	Neil Halbert	1990 944S2	70.462	70.245	140.707	117.208
3	P4	David Beningson	1987 944 turbo	73.135	72.970	146.105	121.705
4	P4	Brian Halbert	1990 944S2	74.886	72.796	147.682	123.019
5	P4	Paul Hohensee	1991 964	76.727	76.090	152.817	127.296
D:Production 5				AM	PM	Total	PAX
1	P5	Robert Canter	1984 Carrera	69.975	70.135	140.110	116.711
2	P5	Chris Ryan	1984 911 Carrera	70.393	70.130	140.523	117.055
E:Production 6-9				AM	PM	Total	PAX
1	P9	Mark Dudek	2010 GT3RS	64.486	64.859	129.345	111.883
2	P6	Jeremy Mazzariello	2007 Cayman	66.987	66.154	133.141	112.237
3	P9	Charles Stromeyer	2010 GT3 RS	68.122	66.382	134.504	116.346
4	P8	Thomas Pelton	2004 GT3	68.529	67.818	136.347	116.985
5	P9	Michael Bickford	2010 GT3	68.773	67.288	136.061	117.692
6	P8	Susan Kelley	2007 997 C2S	70.754	69.014	139.768	119.920
7	P8	Ryan Kaiser	2002 996 Turbo	73.343	71.465	144.808	124.245
8	P8	Jerry Kaiser	2002 996 Turbo	76.508	73.709	150.217	128.886

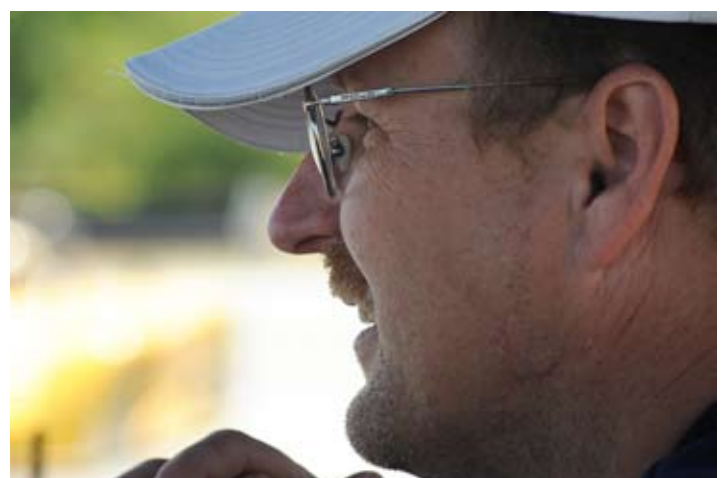
R: Race (Improved & Modified)				AM	PM	Total	PAX
1	I5	Stephen Lefebvre	2007 GT3 RS	63.467	63.046	126.513	111.204
2	I3	Mark Skala	1970 914-6	64.690	64.442	129.132	111.699
3	I5	Christopher Fahy	1999 996	68.701	67.514	136.215	119.733
5	M4	Akira Mochimaru	2009 904 Replica	67.602	DNS	DNS	DNS
X:Non-Porsche				AM	PM	Total	PAX
1	BSP	Hank Wallace	1995 BMW M3	61.934	61.391	123.325	105.936
2	CS	Mark Chambers	1999 BMW M coupe	66.050	65.307	131.357	109.420
3	BM	Will Schambach	1998 Cheetah	57.434	57.365	114.799	110.207
4	HS	Brian Kuehl	1990 Honda Civic	68.905	69.938	138.843	110.935
5	STR	Daniel Fillingim	1999 Mazda Miata	68.781	67.825	136.606	114.066
6	STS	Rob MacAlpine	1992 Mazda Miata	68.700	69.635	138.335	114.403
7	STX	Dan Polagruto	1995 BMW M3	70.887	68.975	139.862	114.966
8	CS	Rob Saporito	1999 Mazda Miata	70.733	69.009	139.742	116.405
9	STR	Carl Williams	2000 BMW M Roadster	69.455	70.053	139.508	116.489
10	STR	Athena DeGangi	2000 BMW M Roadster	70.204	69.817	140.021	116.917
11	SMF	Read Fleming	2003 Mini Cooper S	71.675	70.770	142.445	121.363
12	STF	Grant Kaiser	2008 VWR32	78.384	76.975	155.359	123.355
13	SM	Ivan Kirillov	2009 Subaru WRX	72.767	70.451	143.218	124.026
14	GS	Daniel Gross	2008 VW GTI	77.262	75.528	152.790	124.371
15	XP	Charbel Maroun	1998 BMW M3	73.072	73.450	146.522	131.576
16	XP	Dmitry Beliaev	1998 BMW M3	70.808	DNS	DNS	DNS
17	BM	Jim Garry	1998 Cheetah	57.180	DNS	DNS	DNS
18	SSM	Mathew Nieman	1996 Mazda Miata	65.390	DNS	DNS	DNS



A flying Mini



And a flying Cheetah



The cars are important but it is the alternating drive and then work system which makes the event a success.

The Rolling Chicane ... continued from page 6

and what a recommendation it was, outstanding! Anyways, it is always a pleasure to see my friend Ellen and working the table gave me the opportunity to reconnect with old friends and meet some new ones. Sunday afternoon I attended the National Board Meeting to represent NCR and rub elbows with my friends on the PCA Executive Council. One of my other favorite items about Parade is judging at the Concours on Monday and following the board meeting I was off to mandatory judges meeting and social. There I met up with my judging team who were assigned to judge 914 Preservation and Restoration. Following the meeting it was more R & R by the pool.

Monday morning started before the sun came up as I arrived at the Concours site early for a judges meeting and to help with parking. The Concours was held on the front steps and lawn of the State Capital Building which was just gorgeous as it overlooked the mountains and city. The Concours was on the smaller side this year, but there were still plenty of incredible cars to admire from 356 Speedsters, a 917, a 911 GT1, many old 911 S' and many Porsches with extensive race history, just an incredible feast for the eyes to behold. Unfortunately the 914 field was small and I was left with the afternoon to sightsee the area. I hopped in my trusty rental and headed out by the Great Salt Lake and to Miller Motorsport Park. Miller is the largest road course in America at 4.8 miles and has the reputation of having the greatest facilities in the country and I must tell you I wouldn't doubt it. The garages, parking, offices, museum and track are top notch. There was a motorcycle school happening while I was there and while the course doesn't have any elevation like the Glen, Lime Rock or even NHMS, every turn is beautifully banked and there seems to be a nice flow to the track. I tried to get the old Chevrolet Equinox out on the track to show them how it was done, but I believe they thought I was kidding and simply laughed me off. Oh well, back to Salt Lake City I went to get ready for the welcome banquet at Grand America to see old friends and make some new ones.

On Tuesday I agreed to drive the rally with Ellen Beck and her husband and my friend Bob Gutjahr one final time to check for problems. The rally was flawless as you would expect from Ellen and the roads were incredible. The rally had us stop at the Olympic Ski Team training facility where we saw the athletes skiing down jumps and doing flips, spins, tucks and other Jedi tricks into pools. From there we wound our way through the mountains into Park City, Utah. Park City is where all the celebrities live and ski in the winter. Talk about seeing how the "other half" live, my goodness are some of those vacation homes huge. Perhaps someday public education will pay better and I will have one. But probably not. I enjoyed Park City so much I went back on my own later that day to do some poking around.

Following my return to the hotel, a quick workout, swim and I was getting ready for the Concours banquet which is very formal. I sat with a table of folks from all around the country and had some wonderful conversation, food and wine. The Porsche family had arrived the previous day in time for the Concours.

Peter, Wolfgang and Ferdinand (Wolfgang's son) Porsche were all in attendance to meet and great PCA members. The dinner is to present awards to the PCA Enthusiast of the Year, Family of the Year, Region of the Year and the Concours winners. I was hoping NCR would receive the Region of the Year, but considering NCR has won this award twice in the past 18 years in 1994 and 2005 I was not overly confident they would award us this title again since we are one of the few to have won it multiple times. Potomac Region took home the award after having a tremendous year and congratulations to them for doing so.

The highlight of the trip for me was the humbling experience of being named the 2012 Glenn Lazar-Harry Blanchard Memorial Trophy - PCA Enthusiast of the Year. The trip from the back of the banquet hall to the front where PCA President Manny Alban and the Porsche family were waiting for me was a blur of handshakes, hugs and camera flashes. Given the respect I have for the folks who have won this award in the past, I am still not sure they read the card right and I am still waiting for PCA National to call and tell me they made a mistake. However, until then I will keep the award and share this honor with the rest of NCR because you each deserve a piece of it. If it was not for the board and committee chairs of NCR who create incredible events, newsletters and websites I would not have the enthusiasm I have for PCA. As I repeatedly said to folks who congratulated me, "I have an incredible region who make me look good." This comment drew a lot of chuckles, but I believe every word of it with all of my heart. What a night, what a region and what a club! Ellen Beck also needs special thanks for writing a tremendous nomination letter. I appreciate the gesture and kind words, Ellen.

Wednesday morning saw Ellen, Bob, PCA President Manny Alban and I attend the drive and compare over at the autocross location to try our hand driving brand new Panamera 4S in the autocross. What a car, you forget how big and heavy it is as it performs like a 911. You have to remind yourself to make wider turns because you forget you are driving a big sedan, but what a machine. Go trade in your M5 or AMG folks, because the Panamera is the real deal. After watching the incredible autocross set up by Zone 1 member and friend Henry Hoeh for a while, I headed back to the hotel to pack for my departure. While my trip to Parade was shorter than I would have liked, it was nevertheless incredible. I cannot encourage you enough to attend a Parade as you simply won't be disappointed. There is something for everyone in the family even those who don't eat and breathe Porsche. I hope to see a strong gathering of NCR next year in Traverse City, Michigan.

Finally, please allow me to make a personal comment to a few important people. While I am honored to receive the PCA Enthusiast of the Year and I accept it on behalf of all of NCR, I would like to thank three specific people. Obviously I could go on and on thanking NCR and PCA members for their support and mentoring, but I want to thank my mom for all of her support over the years with my PCA endeavors, I appreciate all the support and financial contributions when I was a broke teenager and her understanding my obsession. The second person is my Uncle Steve whom I blame for introducing the Porsche brand and NCR to the Gratton family back in 1985 when

he bought his 1977 911 Carrera 3.0 Euro (which he still has). I don't think he will ever understand the impact he has had on me as a person and as a PCA member. Finally, I would like to thank my dad. Nobody has been a bigger supporter of me than you, Dad. For all the times you let me tag along with you to PCA events in the back seat of the 944 as a kid, helping me look all over the country for a 914 and then driving to Tennessee and back in a weekend to get Tang; taking me to autocross events around New England even when you didn't drive, for teaching me how to drive a clutch on the 944 and for your support as I became involved in Driver Education events. Even though you never instructed me on the track Dad, you are the best instructor I have ever had and I dedicate this award to you. Thanks for sharing your passion and being my biggest *enthusiast*.

Drive safely!

BTW



"I don't think it can be fixed.."

Understatement from Ed Broadhead after losing a rear Michelin on the GT3 while returning from Parade.

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A Visit To Cuba

Story and photographs by Janet Quintero



A lady in a pink Cadillac?

No, it's a Chevy of about 1958 vintage and it's a taxi in Cuba.

NCR's Janet Quintero was in Cuba singing with her choir group and found this beauty still at work and looking good.



At left: Another evening street scene in Havana.

Above: One of the government buildings with a depiction of Che Guevara. His image is everywhere as a national hero of Cuba.



110 members of Voices From The Heart, a women's chorus from Portsmouth, traveled to Cuba from July 1-10. We visited Havana and Cienfuegos and performed concerts in several venues. This was a trip of a lifetime for me! The people in Cuba are very warm and friendly, and although many of us did not speak Spanish, music is the common "language".

At left: Some of the beautiful ladies of the Cantores de Cienfuegos, a male and female chorus we sang with.

Above: Loved the native mangoes!

Following page:

Inside the Hall of Mirrors in the Museum of the Revolution.

Schoolchildren on a field trip in Havana.



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WHEN: April 22
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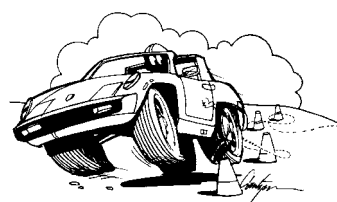
WHERE: Moore Airfield, Devens, MA, State Police entrance off Rt 2A

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Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region Members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

Name	Position	Phone
German Auto Service, Inc.	Maine	☎ 207-282-3013
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Autosportnortheast	Maine	☎ 207-698-1000
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Series 900	New Hampshire	☎ 603-863-0090
Porsche of Nashua	New Hampshire	☎ 603-595-1707
Blair Talbot Motors	New Hampshire	☎ 603-740-9911
Precision Imports	New Hampshire	☎ 603-624-1113
AVA Restoration	New Hampshire	☎ 603-563-8910
JSP Motorsports	New Hampshire	☎ 603-477-9738
Continental Automotive Repair Service	New York	☎ 845-356-2277
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Rennline Inc	Vermont	☎ 802 893 7366
The Metric Wrench	Vermont	☎ 802 751 8577
Heads Up Motorsports Inc.	Vermont	☎ 802 886 2636
The Boston Sportscar Co. LLC	Massachusetts	☎ 781 647 7300

This list is dated July 10, 2012

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Photographers at the Make-A-Wish car show. The shot of David was taken by Ivy ... who insists there is not enough photographs with him in the picture :-)

Looking Back
... continued from page 12

Tech Quiz Answers

1. F	6. F	1. A	6. B	11. D
2. F	7. T	2. C	7. D	12. C
3. T	8. F	3. B	8. A	
4. T	9. F	4. C	9. A	
5. T	10. T	5. A	10. A	

CARS FOR SALE:

1968 Porsche 912 Targa - yellow (originally green)/black, SWB, 1969 912 engine - not a rust bucket but does need some TLC. All but 1 year of its existence has been in either California, New Mexico or Florida. Runs and drives well. \$9000

Call Bob Gilbert - 603-569-9296 or exeter356@yahoo.com



SALE: 1984 911 Dedicated track car for only \$12,500 Many track upgrades and fun to drive. Email and I will send a spread sheet of all the info and many photos. Also have a fully enclosed aluminum trailer for only \$2500 more, will not sell separately but will sell car only. The car can be seen in Barrington NH.

fredbussiere@homesofnh.com

Fred 603-235-3579



SALE: 1990 944-S2 Coupe Track/Street car - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 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, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.



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.

1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels 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.

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; 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: I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

SALE: 1989 911 Carrera Coupe, good shape, Black with white interior sunroof coupe. No modifications other than tail added by original owner. 102,000 miles. \$28,000. Richard Kletzien, Stratham, NH. kletzrm@juno.com

WANTED: Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

ITEMS FOR SALE:

914 6 cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contocook/Hopkinton, NH frank.sanford@us.army.mil

'86 911 original 15" phone dial wheels with Toyo Proxes R888 tires for immediate sale. Wheels are in good shape (balanced and round) with minor curb rash. The R888 tires have been used in only one 20 min track session (novice) at Tremblant. Basically brand new. Fits all '79 - 88 911. Also most 944, 928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear. Not using these as I have other track tires. Priced to get them out of my basement. \$500 for all. cwlovell@gmail.com. Sherborn, MA.

Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.

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detailed marketing article at least 1 month per year. (May
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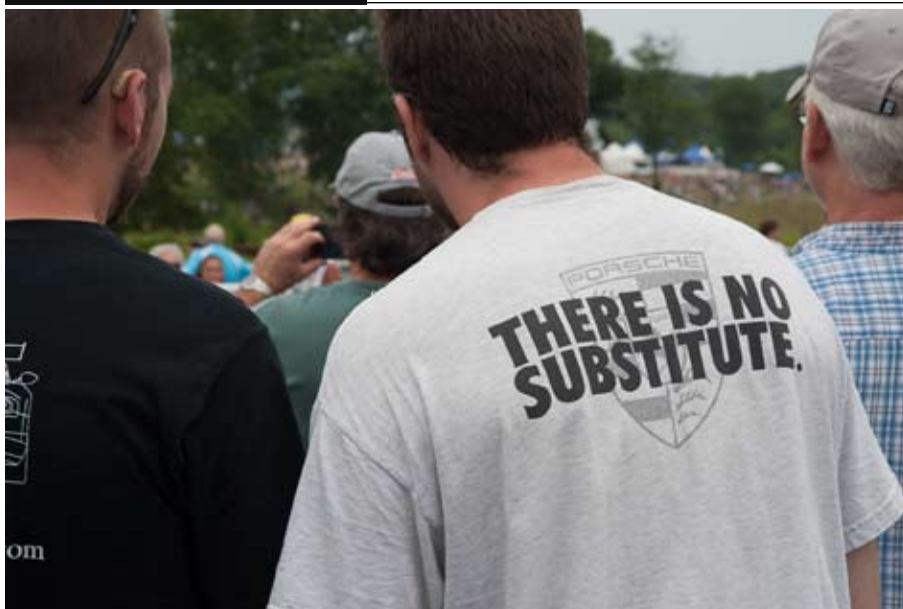
¼ page - rotating
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This option will allow the use ½ of page 2 as
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