

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 36 Number 6

June 2013



IN THIS ISSUE:

Autocross 1

Bill Binnie Tour

Car Guys Porsche Heritage

Serendipity re New C4

and much more

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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 56 for advertising rates.

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On the Cover

The cover shot was taken by David Churcher during the NCR first Autocross of the season.



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CALENDAR

Autocross:

6/1 NCR Autocross @ NHMS 7am

Contact: Autocross@ncr-pca.org

7/14 NCR Autocross @ NHMS 7am

Contact: Autocross@ncr-pca.org

Driver Ed:

6/10-6/11 NCR DE Lime Rock Days

DE@ncr-pca.org

Concours/Rally:

6/29 Motor Mania Crusin

Social:

6/2 NCR Wine Tour -LaBelle Winery-Amherst

Social@ncr-pca.org



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Matt Romanowski **Wide Open**

As usual, I'm writing my article at that last minute, which means that I can tell you I just bought some Powerball tickets. If you see me show up to the next event in a brand new 911 Turbo you know I won the \$370 million Powerball. I was surprised that the tickets are \$2 a piece (you can tell how often I play), but I figured it was worth \$10 to try and win the big one. Most likely I won't win anything.

In my opinion, NCR has won the jackpot on great volunteers. Our Autocross, DE, and Car Control Clinic teams have started the year off very strong and put together some great events. The Car Control Clinic went very well with a strong showing of people who learned a lot about car control and driving dynamics.

For the first time that I can remember, NCR had to cancel an autocross due to a low number of registrants. We had planned to have an autocross at NHMS because we have had people request something closer than Devens recently. Joe, Ollie, and their team got us a date with NHMS and we were set to have an event, but not enough people signed up. For autocross, it takes a critical mass of folks to put everything together, have course workers, timers, stagers, and all of the other necessary jobs. We were faced with either running an understaffed event or cancelling, we chose to cancel the event. Hopefully, we'll see more folks out for Autocross #3 at Devens on June 1st.

We have some other great events coming up quickly. It will probably be done before you read this, but Carolyn Choate has set up a great wine tasting at LaBelle Winery in Amherst on June 2nd. Final details are being worked out, but it looks like there will be a nice lunch coming in right after the tour.

After that, our third DE of the season will be at Lime Rock Park in Lakeville, CT on June 10th and 11th. For those who have never been to Lime Rock, it's an absolutely beautiful setting. The track is in a small valley with the flowing mountains surrounding it and a stream just outside the front strait. When not looking right at the track, you have a great view of the Berkshires.

For those that enjoy watching racing, Lime Rock is a great place to catch a race. Being only about 3.5 hours from NH, it's accessible as a day trip for any of their major races. All of the major series will be at Lime Rock this year – Trans Am, Grand Am, ALMS, and World Challenge. Add to that the Historic Festival and you have a great chance to go watch some racing and catch some great cars. For the folks who want to see Porsche's do what they are good at, they will be in all of the series listed above. It's a great chance to get up and personal with some of the cars we all see in and read about in magazines – Flying Lizards, Magnus Racing, TRG, and many more. You also get to see and shake hands with all of the drivers we read about – guys like Patrick Long, Craig Stanton, John Potter, and even some PCA members who have taken to the Pro ranks.

My personal favorite event to watch at Lime Rock is the Historic Festival. Along with a great selection of Porsches there is a great collection of other makes. You'll see all of the Porsches you dream of like original 911RS and RSR, some 904s, maybe a 906, usually a 550 or two. And all of them running full bore on the track. Throw in some old Ferraris,

continued on page 12...



Ivy and Hank Cowles

If anyone is looking to submit articles, pictures, or anything else to be published in the Northlander's next edition please send to Northlander@ncr-pca.org by the 15th of the month.

Be sure to thank a Veteran or remember our "fallen soldiers" as they are our true heroes. God bless the USA!

DE Memorial Day Poem:

A time for laps around the track, picnics, time off work, and smiles you see.

A holiday that we often forget what it should be.

A time to pay respect for those who rallied to the war's cry.

Who were injured or gave their lives for freedom for you and I.

Such a waste of brave young soldiers, some still struggling through their tender tears.

Who faced and fell willingly before wartimes' terrible fears.

So as we share this holiday with our trackmates, friends, and family with glee.

Be sure to take a moment to give thanks for those who were injured and died so we'd be free.

Let us strive for world peace for many laps around the track and for the end of greed and hate.

For the next time, after "the war" It just may be too darned late.

Thank a Vet because they have done so much for all of us.

They are hero's for sure and thanks to all is a must!

Thank you to all of our Veterans and Happy Memorial Day.



MEMBERSHIP



Janet Quintero

June 2013 Northlander - New Members and Anniversaries

New Members:

Shaun Budka
Watertown, MA – 1973 911T
Transferred from Connecticut Valley; joined PCA 12/1/03

David Doran
Deerfield, NH – 2013 911

Kayla Foley
Dracut, MA – 1998 Boxster

Richard Gagnon
Susan Sayers – Affiliate
Biddeford, ME – 2004 Boxster S
Transferred from Down East; joined PCA 4/16/13

Stanley Holz
Sandra Holz – Family Member
Whitefield, NH – 2013 981S
Transferred from Northeast; joined PCA 4/8/13

Carol Hottenrott
APO, AE – 2004 Boxster S
Transferred from Pacific Northwest; joined PCA 9/15/04

Kelly Hurd
Scott Mason – Affiliate Member
Dover, NH – 2006 Cayman S
Transferred from Northeast; joined PCA 4/1/13

Steven Kahan
Stratham, NH – 2005 911 Carrera
Transferred from Northeast; joined PCA 4/3/13

G. S. Rose
Ben Rose – Family member (son)
Bedford, MA – 1989 944
Transferred from Connecticut Valley; joined PCA 2/1/00

Member Anniversaries:

1 Year

Ned Bitsack
Merrimack, NH – 2012 Cayenne S

Adam Blauer
Katie Blauer – Family Member
Lexington, MA – 1994 968

Tom Herceg
Susan Herceg – Family Member
Amherst, NH – 2011 Cayman

Paul Maloney
Alton, NH – 2009 Carrera S

Jim O'Hare
Hingham, MA – 1979 911

Rich Walker
Meredith, NH – 2001 Boxster S

continued on page 36 ...

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



Rich Willey

Where The Rubber Meets The Road

The Good, the Bad and the um? --Beautiful! April 13-14 DE was all of the above and more.

The Good.

We had a great turn out. It was good to see folks and catch up again after a long winter. Some spectacular cars and excellent driving. More fully prepped cars were trailered in this year than I remember at past events but I expect that was due to a pent up need to drive it somewhere soon. For me the good was also getting the BMW out on the track for the first time. Got to say I had some initial butterflies as this was a) the first drive of the season, b) a new car to me with all the pedals, shifter, seat, etc. in different positions from the Cayman, c) my first time in full harnesses and a neck restraint, and d) the first time out with the car owner as my instructor. And I got a yellow flag before I entered the track. How many folks have that distinction??

The car was great fun to drive. Not much power but it ran well, and was a lot of fun in the corners. I also rode along in a Red Group session with my instructor who hadn't driven the car at a DE or club race since 2003 and to me it was as if he drove it yesterday. It humbles me to know how much I don't know.

Dinner was terrific as always. Toni did a great job putting this together.

The Bad

We broke the car on Saturday. Cracked both camber plates. No one had ever seen this before, so there is a stress issue in the strut tower which we need to resolve before the next event. Lost the power steering too. The weather was a bit of a challenge. Cold, windy, rainy, sleety...I was up to 5 layers by Sunday morning. Brrrrr!!!

The Beautiful

By far the best part of the weekend was the Make-a-Wish rides at noon on Saturday. Jay asked me to do pit-out so I got to wave all the drivers onto the track and exchange "thumbs-up" with each passenger. It was the best.

Musings #1

Several NCR members visited Bill Binnie's car collection on April 20th. I thought we would see various race cars, and that was certainly true as his LeMans' winning LMP2 Lolas were prominently displayed. But we also saw a collection including a prewar BMW roadster, Alfa race car, a Bugatti and two Bentleys (with mechanical brakes), one of which he drove in the Peking to Paris rally. Bill certainly has a thorough knowledge of collectable cars as he related stories of rummaging through Swiss junk yards looking for Alfa bodies. But equally interesting was his car collecting philosophy. It was another great take to go along with our Ruger and Bahre tours last year.

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Mark Watson **MY SPIN ON THINGS**

Get ready because next month I am going to be able to tell you about two NCR sponsored DE events – one at NHMS on 27 & 28 of May and one at Lime Rock Park on 10 & 11 of June. For this month however, I am sorry to say that the only driving adventure that I can tell you about is the drive with Doug McIninch to New Brunswick to go spring fly fishing for Atlantic Salmon on the Miramichi River. Doug has been doing this trip for a long time but this was my first attempt at the elusive Atlantic Salmon. I won't bore you with the details of the first two days but let me tell the third and final day of fishing was very interesting and exciting. The day started with rain, high muddy water that the guides said we would catch few if any fish – and they were right until my fifth and final cast into the pool opposite the lodge where we were staying and where all the 'skunked' fisherpersons (including Doug) were lounging having a beer and lamenting their luck.

On my final cast, something hit my fly – at first I thought it was another submerged branch (the billionth of the day) but to my surprise and delight the object appeared to be alive and pretty soon it was obvious there was life on the end of my fly line. It must be like knowing you have a chance to win the Indy 500 if you do everything just right; eyes up, look through the corner, hard braking into the final corner with a smooth, yet assertive, application of throttle exiting the corner to achieve maximum speed down the straight and then to snatch victory at the finish line!! I didn't hear a lot of cheering from the guys and gals on the deck when the fish was finally in the net but it sure felt good to know it all came together in the end. What's all this got to do with DE? Nothing really except for me to say that neither DE nor fly fishing for Atlantic Salmon is racing or preparation for racing.....but they sure are a lot of fun.

On a slightly more relevant topic, we recently held our annual Car Control Clinic (CCC) at NHMS. North Country has been sponsoring the CCC almost every year since 2000 (thanks to Judy for the article noting the initial CCC). This year, the clinic was held on 27 April and if you missed it - keep your eyes open for the 2014 date. It is a great way to learn more about the performance of your car (and yourself) in a safe and controlled environment.

What follows is a brief summary of the Car Control Clinic supplied by Dave Logan, CCC Chair:

'The CCC is an entry-level activity that helps drivers to develop a feeling for and the skills to control their cars at the limit its performance. It is designed to pay dividends immediately in street driving while giving students a taste of what they can expect by participating in an autocross or driver's education event. The weather on the 27th was a perfect 75 degrees with blue skies and a comfortable breeze. We had 23 students registered, including several newly licensed drivers and plenty of great instructors.

In the morning the students were split into three stations: a wet skid pad, threshold braking and slalom. They had the opportunity to run through the exercises multiple times and showed real improvement during their runs. Following a pizza lunch, we retained the skid pad exercise but converted the other two stations into a mini autocross terminating with an emergency lane change maneuver with threshold braking. The students appeared to enjoy the event and several are now signed up for our May DE event.

For future reference, the Car Control Clinic is a great way for black run group to get some experience and to see what it is like to instruct a student.

Thanks to everyone who supported the event!!!'

I was not able to make the event this year but from the feedback that I received and knowing how much fun everyone typically has at the event, I am sure we will be offering the CCC next year. I want to thank Dave for leading and organizing the event and thank everyone who participated. On a personal note, I also agree with Dave that it is a great place for black run group drivers to get some time in the right hand seat and see what it is like to work with a student to improve their skills and confidence. If you would like to pursue becoming an instructor, talk with John Dunkle, Doug McIninch, Tom Harris or myself to discuss entry into the Instructor Development program.

GREAT JOB TO EVERYONE WHO MADE THE CCC A SUCCESS!!

So the weather is getting better and we are in the middle of the DE season. You should already be registered for all of your events but if you have been procrastinating go to your computer right now and register. You will either use motorsportreg.com for a NCR sponsored event or clubregistration.net for a NER sponsored event. While you are registering, take a cruise through the event list – you may find something interesting to consider. As a PCA member in good standing, you can register for any PCA sponsored event. You do not need to be a member of the region sponsoring the event. There are a few events that are for advanced drivers only so read the requirements but do not shy away from attending another region’s event. It is a great way to meet new people, maybe try a track that we do not schedule or match up some free time with an event.

Please stay safe until I see you at the track – the 2013 DE season is in full swing and with your help and support, it’s going to be educational, safe and fun. Feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

2013 NCR, Zone 1 and NER Drivers Education Schedule*

June 10 & 11 LRP NCR DE; Garage Party on the 10th

June 14 & 15, 16 Watkins Glen Zone 1 Instructor day & DE

July 08, 09 & 10 Mt Tremblant NER DE

July 12, 13 & 14 Calabogie NER DE

August 06 & 07 NHMS NER DE

August 23, 24 & 25-Watkins Glen NER DE

October 10 & 11 NHMS (NCR DE; Track Dinner on the 10th)



*** NCR event registration on motorsportreg.com
NER event registration on clubregistration.net**

continued from page 06...

Aston Martons, Bugatti, and a host of purpose built race cars from Lola, Brabham, Lotus, Reynard, Chaparral and more. Rare cars like a Masaratti Birdcage almost become normal.

Getting back to the NCR schedule, right after our Lime Rock DE, I'll be headed out to Watkins Glen for the Zone 1 48 Hrs DE. This year will be my first as Zone 1 Chief Instructor. I'm happy to see that there will be lots of folks from NCR and the NER DE programs. The Glen is my favorite track, so I'm sure to have lots of fun and get some quick driving in.

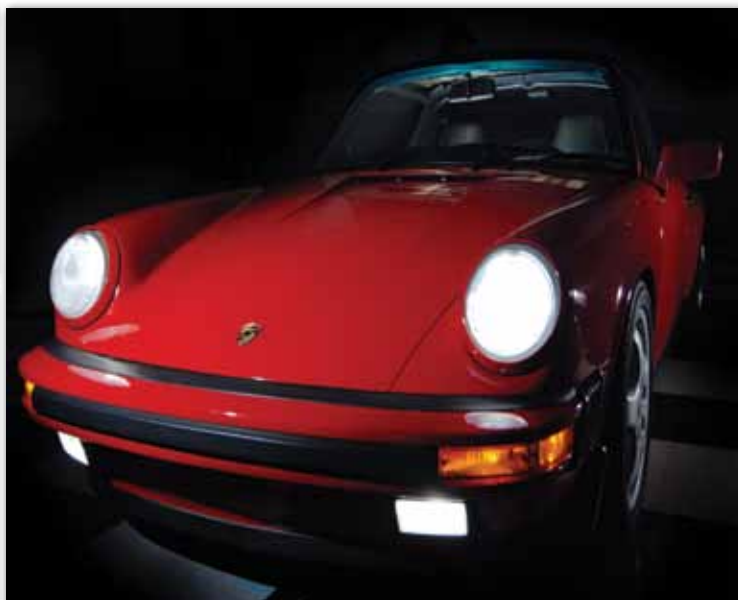
The Glen will also be lots of fun since Jackson will be turning 1 on Friday of the event. It's unbelievable that a year has flown by since he was born. Even more fitting is it looks like later in the summer I'll be having my birthday at Watkins Glen as well during the NER DE. Over the last 15 years I've been in PCA, I think I've managed to be at Watkins Glen 9 or 10 times. A great day at the track followed by dinner at Glenora Winery sounds like a great birthday to me!

Keep watching the club calendar at www.NCR-PCA.org for more events. We are always looking at adding things and the most up to date info is in on the club website. We're working on adding a summer Ice Cream Run and maybe even more! I hope to see you at an event this summer.

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continued from page 09...

Musing #2

Anyone seen the new C7 Corvette Stingray? With that new Stingray emblem? WOW! Great styling, upgraded leather interior, customizable digital display, 4 exhaust trumpets. It looks like a Ferrari or Lambo for the price of a high end SUV. Plus it has 450 HP and 450 Ft/lbs. of torque from a venerable small block V8. Those were Z06 numbers just a year or so ago. No, I am not going back to Corvettes but this one sure could tempt a weaker person.

Musing #3:

In last month's column I mentioned seeing Jay Leno's garage on You Tube. I find it entertaining to watch episodes just to see what out-of-reach super car he will feature next. McLaren MP4, Pagani Huayra (it means Wind), Hennessey Venom (no explanation needed) or Koenigsegg Agera, the supercar from Sweden.

But every once in-a-while he features a more "normal" car. This link shows a 1971 911T which Magnus Walker modified to be a street-able race car with among other things, a twin plug 2.4 liter. I.e.It's an "Outlaw" <http://www.youtube.com/watch?v=VB3JZIV6RDM>

You can also check out Magnus Walker's shop at www.magnuswalker911.com. Or see a short movie about him, his shop/house/vision at www.urbanoutlaw.tv Quite an interesting guy and I don't mean just his look.

Musing #4:



Speaking of super cars, who do you think is prototyping a new supercar? No, not them! It's RIMAC Automobili. Who? What? They are a Croatian company. (Let that sink in for a moment) Started in 2009, it is developing electric drive systems for autos. They have built a supercar prototype which has an electric motor at each wheel (sort of like those earth movers used in open pit mining). They say the car will have 1088 HP and 2800 Ft/lbs. of torque. 0-60 in 2.8 seconds in a two ton car. I wonder what the miles per tire will be? Watch out Veyron, here comes a...oops, there goes a Rimac.

Magnus Racing Update

Round 4 of Grand AM was held at Road Atlanta on April 20th. That track is a combination of LRP's rhythm, WGI's length and elevation change, with NHMS's blind uphill, but at much higher speed. Drove some charity laps there once. It would be a hoot to drive in DE. Anywayyyyy! Magnus started at the front of the GT field due to a) being the points leader and b) qualifying cancelled due to rain. Unfortunately, they were sandwiched and bumped by both Ferraris on the very first corner and the GT3 wasn't the same after that. They finished a respectful 5th while the Stevenson Camaro finished first. There were 3 Porsches in the top 5 spots. After four races Magnus is in second, one point out of first in the overall standings.

In another bit of Porsche news, Brumos has retired from Grand Am racing due to lack of sponsorship. They also plan to sit out 2014 while waiting to see how Porsche AG supports the new amalgamated Grand Am/ALMS series. Just doesn't seem possible that after all the years of Hurley Haywood and Peter Gregg winning in a white, red and blue Porsche that Brumos won't be on the grid for at least 18 months.

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More next month - Zone 1 Rally. Janet and Q listening to rules and regulations.



Judy Hendrickson **LOOKING BACK**

The 2013 driving season is going to be a busy one. Matt and I have 26 DE days planned including a couple of events at Watkins Glen and NER's Mt Tremblant event in July where we hope to join in on all the CAMP NCR fun we've heard about over the past few years. Xana and baby Jackson will be joining us, so it should be a great family time together. It's also the annual Jazz/Blues festival at Mt Tremblant so there is plenty to do there – come join us. April and May have already been filled with some great driving opportunities and the long stretch of top down weather has been perfect for some good cruising, but we were in need of some rain and we finally got some good gentle soaking ones starting May 9th. Let's hope the weather is clear for our hosting of the Zone 1 event, May 18/19. Besides the DE stuff, there are plenty of other type events to partake of. So I hope you are perusing the full calendar on the NCR website and picking some events to join in and get to know your fellow NCRers.

I'm still waiting to go thru the "Summer" issue of the 1983 **Northlander** (maybe for July), but the June 1993 and 2003 issues were once again jamb packed with great articles – both regular columns and features. The 2003 issues had a lot of articles about the May NHIS Make A Wish event. It was a 4-Day event! With one day devoted to advanced drivers and the PCA National Instructor Development program. NCR had 13 instructor candidates and at the end of the training 9 new instructors were welcomed to the NCR instructor corps – Matt Blast, Rod Carr, John Dunkle, Dave Husak, Ralph Neff, Eric Nichols, Andy Plastiras, Andy Sanborn and Rich Tucker. The other 4 (Chris Darminio, Peter Griffin, Doug McIninch and Matt Romanowski) would continue in the NCR mentoring program, but would soon be welcomed into the NCR instructor corps as well. While some of them have not instructed with us in awhile, others are still very active with our program taking on leading roles within our region and Zone 1 (John Dunkle is the current NCR Chief Instructor, Doug McIninch along with Tom Harris heads up our Instructor Development program and Matt Romanowski is the Zone 1 Chief Instructor for the 48 Hours of Watkins Glen event). By the way, John Dunkle was the Editor for **Northlander** back then.

While the article by Ron Mann of Northeast Region about his venture to our May 2003 DE event was very entertaining I opted to pass up his 6 pages of discourse in favor of equally entertaining fare from Barb Talbot about the May 1993 NER DE (we hadn't begun our own DE program yet). Reading through the 1993 issue was very nostalgic for me as Doug Hendrickson was the Editor and I was Membership Chair. Reading these issues from 1993 is very much like reading a family history in many ways – not only about what we were doing then, but the rest of our NCR family as well. So with that bit of explanation, it perhaps becomes clearer as to this month's selections of not only the Editor's column but also an article by Barb Talbot and a Tidbit that exhibits the close "family" feel of the region back then. A feeling I think still exists within NCR even though we are more than double in membership now versus then. Come out to an event, get involved and become an ACTIVE NCR family member.

From Volume XVI, Number 4, June 1993



Cover photo: Michael Grishman & Jay Demeritt: The Foreign Intrigue Tech Session, **Photo by Dave Gill**



DOUG HENDRICKSON, Editor

Your humble editor had a call the other night from a far-away Region's newsletter editor asking how did I get so many member's contributions, on so many different topics - I answered that somehow it just happens! (Maybe it's because I try to rely on 'local stuff and the Members know it will be printed?) Anyway, I sure am glad that, again, I have a wealth of material to choose from. The article I got from **Barb Talbot** (Page 14) was the easiest arm twisting for an article I ever did! I guess I have **Phyllis Stibler** to thank for 'greasing her' with champagne to celebrate her first time at a track event, 'cause when I called Barb asking if she would write something about her "**1st Day**", she'd just walked in the door from Phyllis' and was happy to do it. By the way, Barb's instructor was an MD and didn't believe she was at the event so soon after having given birth to Russell, by Ceaserean! I like your style, Barb, I'll print anything you'll cover!

also want to thank **Ed Broadhead** for the article, and both **Dave Gill** and **Ed Sleeper** for supplying the photographs, from the 4"1 of our Spring Tech Sessions -this one at Foreign Intrigue. I have another good article that I couldn't fit in that deserves almost three pages; a tutorial from **Linda Morse** on how to drive Lime Rock, but it will have to wait 'til next issue. Next month I will have a 'first-timers' view of the Zone 1 Concours at Parsippany, NJ. (I can tell you in advance that **all** NCR members who entered, Trophied!) Judy and I were there as a Judge and a Scorer, this time, getting smart on how the event is organized to figure out **who** and **what** we need to borrow in '94 for the Lake Placid Parade Concours. d o u g

THE 48 HOURS AT THE 'GLEN (July 2 - 4) IS STILL OPEN!

Call Pete Tremper at (215) 339-6379 for Registration details;

or Chris Kirby, Chief Instructor (for classification questions) at (613) 835-2587.

Call Judy or Doug Hendrickson at (603) 881-7576 for an application.

ADDITIONAL MAUS DROPPINGS

It had been over ten years since I had driven the 914-6 at a Drivers Ed event and on May 10*, Judy let me take "Her" car out one time at New Hampshire International Speedway. This was the first time I'd ever driven the car on: 1) 6" rims, 2) Yoko's 008 RS's, and, 3) on a section of a banked oval track. WOW!! This dead-stock 2 liter car was so much faster than "My" 911SC that I 'passed' on my next run group in the 911 because it would have been so anti climactic. (The fact that my next run group also coincided with the only shower of the day helped in my decision, too!)

Last month I put a piece of 914-6 clipart in my article, and said ...

IT'S BACK!... (Is it ever!)

We've decided to take it to the Parade in Cincinnati, and see how well we can drive it in the Autocross with the above set-up. (Forget the air conditioning in the 911!)

doug

THE DAY I PLAYED HOOKY FROM WORK

by **BARB TALBOT**

Green grass covered with dew. A few silent buildings. Pavement. Orange cones scattered here and there. Steam rising from a cup of coffee and a sunny day unfolding. Add a hundred Porsches (a few BMW's, a Honda, a Volkswagen, a Mazda and some other assorted hi-performance makes - it was a joint event with the B MW Club of MA) and a couple hundred car enthusiasts and you have the makings of an exciting experience.

From registration lines to tech inspections to staging to running to flagging, everything runs smoothly. No one gets off the hook - to earn the privilege of driving, everyone must put in their time at a flag station (a job not to be taken lightly). The official van drops all workers off at their assigned station for watch duty, complete with a radio, a collection of colored flags, fire extinguishers and a broom. Safety is the watchword of the day. "Station 3 reports that car 27 may have a leak of some sort. Station 4 have you got him?" "Four here. He just passed us. Yes, something is dripping." "Thank you, Four. All stations standing yellow. Station 5, black flag him. Let's bring him in." "Station 5 reporting. We have him in sight. Okay, we flagged him. He has acknowledged." "Station 10, let us know when he shows up." "Ten here. Here he comes. His fist is out. He's coming in." "Thank you, Ten."



Barb Talbot exiting turn 9 at NHIS

All stations drop yellow. We're back in business. ("Hey pass me my can of coke, will you?")

As the more experienced run groups assemble in staging and head out onto the track, all newcomers to the track meet for class. The diagram looks simple enough - straightaways, hills, turns, pits. These are the two passing zones. Flash the left or right hand signal to let the driver behind you go by. Some basic terminology - apex, turn in, track out. Hey, I'm getting the idea here. I can't wait to get behind the wheel and put this all to work. R I-I-G H T !

The instructor gets in the driver's seat so he can take us around a couple of times. We merge out onto the track and the G force pushes me back as we round the corner. Microphones in our helmets keep us in contact. "Okay. The main objective here is to be SMOOTH. Accelerate up the hill. Find your line. Hug the edge and brake on the straight. Apex. Ease out smoothly. Use the whole road. Now pedal to the metal - yes, there really is a road on the other side of this hill." (I leave my stomach just over the top.)

"Find the line, brake on the straight. Apex. Come out easily. Use the whole road. Okay, ready to try it?"

We swap places. Suddenly I'm a sixteen-year-old about to take my first car out on the highway for the first time. I merge out onto the track and the car shudders in the wake of a Turbo flying by at Mach 1.1 believe that all the other "greenies" (except me) have secretly run this track thousands of times before. Okay, picking up speed. Faster. Faster. Now find the line. (WHAT line? There are dozens of cones all over the place. The only "lines" I see are a zillion rubber skid marks going OFF the edge of the pavement and into the concrete wall.) And why are there stacks and stacks of old rubber tires lined up at the side of turn 3? (What COULD they be anticipating??) And as for apex, it's just a word on the classroom chalkboard. The car in front of me suddenly spins out.

(My mind's eye sees a 40-car pileup).

Maybe if I follow the instructors in front of me I'll find the "right" line. (Why are they all taking completely different paths? I thought they were all experts.) There are nine cars in my rear-view mirror who are waiting to pass me on the straightaway. The checkered flag signals time to come in. (Whew!)

What - I have to go back out there three more times? Well, each time got a little better. One more question got answered. I picked up a little more speed. And, yes - I actually saw that stupid line. Oh rats - I have to come in now?

It might be that I got up at 4 AM to feed the baby and get ready to leave. It may have been the sun and wind and the company of some great people.

It may have even been the champagne celebration toast we had at the end of the day. All I know is that I felt like a bowl of Jell-O. And I can hardly wait to go out and do it again. b a r b



The North Country contingent at NHIS ('cept Pete Petersen who left early), Blair and Barb Talbot (911T), George Reif (944), Judy Hendrickson (914-6), Phyllis Stibler (944 Turbo-S), and Doug Hendrickson (911SC). Cars staged by Blair, Camera set-up by Doug and the actual shutter clicking was done by Susana Weber, President Northeast Region.

Editor's note: Northeast Region deserves a round of applause for putting on one of the best run, safest Drivers Ed events I've ever been to. (Around 20, so far.) I think special thanks should go to Don Wolcott, Kevin Gross, Dave Weber and all the Track Junkies who listened to them! I'm definitely going again in June!

GET WELL WISHES!

Our prayers and get well wishes go out to Sandy Brooks who is waging the cancer battle and to Barb Talbot who suffered a brain aneurism on Monday, 17 May 1993. As of Wednesday, 19 May 1993, Barb is still in Intensive Care at Portsmouth Regional Hospital, but the prospects are good. We pray for a full recovery for both these fine ladies.

We're here for you Bob Brooks and Blair Talbot. Keep the faith!

NOTE: I'm happy to note that Barb fully recovered from her ordeal and we still see her happy face at events now and then. Unfortunately, we said farewell to Sandy Brooks a few years later when she lost her long battle with breast cancer.

The Volume XXVI, Number 6, June 2003 cover



Cover Photo: "Wish Kid" Chris waves the checkered flag to end the Charity Laps at NHIS on a rainy May 24th, 2003. 48 Porsches drove laps for Make-A-Wish NH. **Photo: David Churcher**

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The image is a business card for Phyllis L. Stibler, ASID, President of Stibler Associates, LLC. It includes her NCIDQ number, email address, and the company logo, which features a stylized white 'S' on a yellow square background. The company name and services are listed at the bottom.

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The image is a business card for Chestnut Hill Auto Service. It features a cartoon mechanic logo and contact information for Christopher Loader, Master Technician. The card also lists the address and includes logos for Visa, MasterCard, Discover, and American Express.

Binnie Garage “Canyon” Tour by Gordon Jackson.

Life, as we all know, is full of surprises. A chance meeting, an exchange, the rise of the proverbial curtain. One such occasion occurred several years ago when we had the opportunity to interview Bill Binnie, a successful businessman and auto buff from Rye, running for U.S. Senate. My wife and business partner, Carolyn, was following up on a quote Binnie had made about owning the best tool box in New Hampshire.

Political interviews weren't out of the ordinary for us as we had operated a television station in the “first in the nation primary state” for twenty-something years; a state where politics is a contact sport. From countless presidential candidates, Bill Clinton, Hillary Clinton, George W, John McCain, to name a few, to numerous gubernatorial, congressional, and senatorial races, Bill Binnie's credentials, in races of another sort, immediately caught my attention. TWO-TIME CLASS WINNER OF THE 24 HOURS OF LE MANS. Okay, so you're reading the Northlander thinking, 'yeah, so what's the big deal?' Well, at the time, I thought, 'Bill Binnie's the candidate for me.'

As far as political interviews go, there was no way in my wildest dreams that I had ever posed a question about apexes or had the luxury to blurt out, “how did it feel, Mr. Binnie, flying down the Mulsanne Straight knowing you're headed for that dreaded chicane?” Far from immigration policy, economic recovery, or bi-partisan compromise, I wanted to ask, “Mr. Binnie, does the memory of Pierre Levegh ever haunt you?” I (impatiently) awaited the appointed interview in his Portsmouth garage.

Friends, my garage is a war zone. There's an on-going battle to preserve my automotive sensibility in the face of hostile forces. Have I mentioned I'm outnumbered 3 to 1 by female combatants? Carolyn and our two daughters, whose gardening paraphernalia, wide assortment of bicycles, scooters, roller blades, and last year's Christmas decorations, all consort to deprive me of the “garage cave” I covet. Like Mr. Binnie's.

But his “cave” is more like a hospital with nary a germ lurking. The adage, “you could eat off the floor?” He wouldn't let you.

Skipping the living room-sized trophy cases that Paul Revere would, no doubt, salivate over, I'll focus on the wow-worthy work space for automotive repair and restoration. Like no other I've ever seen. And, by the reactions of fellow NCR members on our April visit, ditto.

Our most gracious and accommodating host, Bill, prepared for us a light continental breakfast. Friendly and relaxed, we chew on his every word as he shares the “back story” of his automotive passions. And, there are many. Conversation flits from mechanics to driving, restoration to collecting along with a fair share of recollections and garage tales. To my surprise, for example, I learned that restoration has evolved from frame-off,

complete re-fabrication to the often-tedious “art” of returning the vehicle to running condition in all its authentic glory which, in hindsight, makes perfect sense. (You wouldn't take Vermeer's “Girl with a Pearl Earring” and whiten her teeth, now would you?)

We are ushered from the work area to the vintage collection area. '30's era Ford Coupe Convertible, '25 Bentley, and C Jaguar, to name a few. Adequate descriptions, I admit, aren't part of my vocabulary and are best left to photographs but, suffice it to say that each beauteous machine represents a milestone in his life-long love affair with cars. As I and others listen, the thought occurs to me, 'how did this guy, quite a young guy, I must add, amass such a wealth of “vehicular” experience?' Ace mechanic, competitive race driver, meticulous restorer, world-class collector, AND successful business man. He later confided that only his innate passion for cars lead him down this circuitous road. When was he bitten by the bug?

An \$80 auto purchase at age 14 was the spark. Which is Bill's favorite to drive, the Mustang GT 350, Bugatti Type 35, '63 Lotus, Ferrari Testa Rossa, '30s BMW roadster, or Aston Martin DB5? He wouldn't say but, a very reliable source tells me it's the street legal Maserati 300. What's next for Binnie Motorsports? A seat in NASCAR has entered his mind. Of course!

With the strong probability that Bill's "garage canyon" – "garage cave" now seems most inadequate an adjective - will welcome some new additions; a return engagement for NCR just may be in order. Thanks, Bill!



Our host, Bill Binnie discussing the fine cars.



A pre war BMW...also beautiful engineering. Bill Binnie noted it was as easy to drive and steer as any "modern" car today.



A fine Mercedes 300SL.



Maserati 300's. This was a 3 litre car from the late 1950's... similar 2 litre and 1.5 litre versions were also made. This was the last of the "real" Maseratis before the Birdcage car was built and the company bankrupted.



A pre war Alfa...this is a version of the car Enzo Ferrari drove in races. Note the center drive to the cam shafts. Wonderful, beautiful engineering.



Lotus 24. A typical Colin Chapman design and similar to the Lotus 19 but with a much smaller engine.

TrackFest 2013 by Bruce Whittier, Photos by Rich Willey.

TrackFest 2013 was held May 4th at Precision Imports, Manchester NH, as a fun and informative event. It gave us a chance to visit with old friends and explore familiar topics, yet with enough new information and new faces to keep it lively and informative.

This year TrackFest opened with an introduction by Bruce Whittier and a question. "Do we want a Tech Tactics type event in New England? Dick Horan of Precision Imports had shared his dream of bringing this type event back to the area and by the end of the day we had an answer; a resounding YES. With that in mind, TrackFest 2013 launched us on our way to making this happen in 2014.

Dick Horan has a real curiosity about what makes things work. Dick likes to know how things work from the inside out, which makes him exceptionally good at fixing problems the right way. This curiosity shows in his understanding of both the Controlled Area Network (CAN) and OBD systems (the electronics) of most modern cars; certainly Porsches. Dick is on the Bosch Advisory Board and had recently returned from their annual event with lots of new information and war stories.

He opened the session with a detailed description of how the CAN in your Porsche operates. Half way through, member questions moved the discussion to include the OBD I and II systems (that diagnostic port under your dash where technicians plug in an analyzer to read the error codes when your car doesn't work properly) You didn't have to be an engineer or technically astute to gain good insight into what might be happening when your car fails. Here is an example Dick used.

True story. A customer has an SUV and the tail gate doesn't release. The remote doesn't work, the lever doesn't work, nothing works. The owner goes to his mechanic who replaces the tail gate release and lock assembly. It still doesn't work. Customer goes to Dick, who understands CAN and all the sensors in this SUV. Turns out the sensor which determines if the tail gate can be opened or not (i.e. not if the car is moving), "lost" its ability to read the signal from the central control unit (computer). Dick recoded the sensor and whalla, the tail gate opens. Moral of the story, the electronics in your modern car are complicated and often the source of the problem, not the mechanical device it actuates.

Another tidbit related by Dick was that much of the modern electronics are there to prevent theft. Some of you may know that your owner's manual indicates that your radio/media center will not work in another car. But did you know that in some cars there is a sensor in the shift lever (they are connected electronically to your transmission, not by a cable or levers) and it too will not work when removed from your car. Another theft preventer.

Next up was Tim Kachel owner of Kachel Motor Cars (KMC) located on 425 Canal Street in South Lawrence MA. Tim has an impressive background in both street and track cars. Before opening his own shop Tim worked for Schnell BMW, in Newburyport MA., Turner Motor Sports in Amesbury MA., and KTR European Motorsports. NCR has visited KMC and been impressed with their fabrication, race car prep, high performance chassis development and complete tuning capability which is enhanced by their in-house dyno. The shop can also weld aluminum and stainless steel.

Tim walked the club members through what it takes to fabricate a twin turbo charger system for a V12 Ferrari engine. He had a great photo display showing the different steps involved in the process. KMC also is a retailer for Noble super cars and has a significant high performance used car business if you are in the market.

The last presenter was Marc Desmarais, Regional Wholesale Manager for Town Fair Tire. Marc did a great job of explaining how tires are put together and what makes a great tire versus a so-so tire. There was a lively discussion of Tire Pressure Monitoring Systems (TPMS) which have been mandated on new cars since October 2007.

A few tidbits.

- A) It is illegal to circumvent the TPMS in order to turn off the warning light on your dash.
- B) The TPMS sensor is inside your wheel and part of the valve stem. It has a battery which weakens after 3-5 years. Typically the sensor/valve stem should be replaced (the battery cannot be replaced) when you replace tires.
- C) They range from \$50-\$250 each depending on the vehicle . (Guess where Porsches are?)
- D) There may be a TPMS sensor in your spare tire, so it needs to be checked as well
- E) The valve stems are made of an alloy so you have to put a plastic cap on them. If you use a metal cap it will bond to the valve stem.

F) The valve core which keeps the air in the tire is also the trigger for the sensor, so at a minimum it has to be replaced when you change tires even if the sensor isn't replaced (because the tire store removes it to let the air out and can't reuse it).

G) The valve stem can also bond to your nice aluminum.

One thing I really liked about Marc's presentation was that Town Fair Tire would do their best to meet the prices of any on-line retailer. He especially emphasized Town Fair's customer service, their ability to sell any DOT approved tire (including shaved tires) and their state of the art mounting, balancing and alignment capabilities.

A real surprise came when Charlie Burke stopped by. For those of you that don't know, Charlie is the face behind all those great Bentley Publisher Porsche manuals.

Throughout the event Dick graciously provided a great hot dog lunch along with all the fixings, chips, cookies and beverages. He even had door prizes for two attendees and everyone got a goodie bag and a Bosch tee shirt.

Next year's Tech Tactics-like event will be held in early spring, at Precision Imports. We're looking forward to doing something even more special with more guest speakers and maybe a Porsche celebrity. I hope to see you there.



Dick Horan and Bruce Whittier kick off the presentations.



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2013 Autocross Season

Ollie Lucier has stepped up to co-chair the NCR Autocross program with Joe Kraetsch. This year NCR will hold one autocross at NHMS and we will host the Zone 1 Autocross at Devens again. We added new street tires classes and a Ladies class this year. The first NCR autocross for new NCR members is free—contact an autocross chair for details. With prior permission from an autocross chair, any NCR member may invite a friend to participate with them in an NCR autocross. Registration for all NCR Autocrosses, except the Zone 1, is at ncr-pca.motorsportreg.com. PCA Northeast Region and the Renegade Miata Club autocross events are also open to NCR members.

Date	Location	Event
Saturday, June 1	Devens	NCR Autocross #3
Sunday, July 14	Devens	NCR Autocross #4
Saturday, August 3	Devens	NCR Autocross #5 / Wounded Warriors Benefit
Saturday, August 24- Sunday, August 25	Devens	NCR Autocross #6 / Zone 1 Autocross
Saturday, September 7	Devens	NCR Autocross #7

Autocross #1:

Stats by Joe Kraetsch and Photographs By David Churcher.

NCR Autocross #1 – Sunday April 21, 2013

	Class Driver	Car Model	AM	PM	Total	PAX
'Porsche Novice' Total Entries: 4						
1T	S8 Samuel Romero	2009 911 4S	85.077	84.242	169.319	140.534
2T	S4 Arthur Bryant	1986 911 cab	89.625	88.013	177.638	143.176
3	T4 Audrius Pauliukonis	1986 911	89.684	85.438	175.122	143.600
4	S9 Leslie Wickfield	2011 911 Turbo S	93.574	91.346	184.920	155.702
'Porsche Ladies' Total Entries: 3						
1T	P2 Lisa Roche	1988 924S	78.252	78.923	157.175	130.140
2T	T4 Kristin Larson	1985 911	81.646	79.299	160.945	131.974
3	P8 Susan Kelley	2007 997 C2S	78.091	77.960	156.051	134.047
'Strict Stock S1-S4' Total Entries: 2						
1T	S4 jack goudreau	1982 911sc	89.441	88.633	178.074	143.527
2	S4 Adam Blauer	1994 968	75.389	DNS	DNS	-
'Strict Stock S5-S6' Total Entries: 3						
1T	S6 Ernest Grasso	2001 Boxster S	79.304	78.203	157.507	128.683
2T	S5 Barry Yomtov	2001 Boxster	84.342	82.233	166.575	134.259
3	S6 John Dunkle	1995 993	87.667	83.153	170.820	139.559
'Strict Stock S7-S9' Total Entries: 7						
1T	S8 Ed Moschella	2012 Cayman R	72.285	72.790	145.075	120.412
2T	S9 Walter Lunsman	2009 911 turbo	75.129	75.156	150.285	126.540
3T	S8 Aaron Walker	2004 GT3	78.400	75.081	153.481	127.389
4T	S8 Michael Bickford	2010 GT3	77.634	77.280	154.914	128.578
5	S8 Ronald Orr	2005 997S	79.206	77.816	157.022	130.328
6	S9 Eric Wickfield	2011 911 Turbo S	82.265	80.542	162.807	137.083
7	S7 Jack A. Saunders	2002 911 C-4 cab	101.167	99.450	200.617	164.305
'Production Street Tire T1-T4' Total Entries: 4						
1T	T4 Neil Halbert	1990 944S2	77.404	75.849	153.253	125.667
2T	T4 David Berman	1985 911	78.365	78.890	157.255	128.949
3	T4 Jeff Johnson	1987 911 Carrera	78.962	78.787	157.749	129.354
4	T4 Robert Yomtov	1993 968	85.740	83.627	169.367	138.880
'Production Street Tire T5-T9' Total Entries: 6						
1T	T5 Reid Van Gorder	1990 964	77.113	76.098	153.211	125.633
2T	T5 Brent Torre	1998 Boxster	78.141	75.613	153.754	126.078



3T	T5 Nick Durham	1991 Carrera 4 Cab	78.509	77.797	156.306	128.170
4	T7 Brian Cooner	1999 911	78.236	76.733	154.969	129.089
5	T8 Alan Davis	2007 997 C2	77.406	77.079	154.485	130.539
6	T8 Scott Mabuchi	2005 997	83.536	81.970	165.506	139.852

'Production Race Tire P1-P4' Total Entries: 8

1T	P4 Georges Rouhart	1993 968	75.383	73.941	149.324	124.536
2T	P2 Joe Kraetsch	1988 924S	76.271	75.531	151.802	125.692
3T	P2 Bill Aubin	1984 944	77.543	75.949	153.492	127.091
4T	P2 Read Fleming	1988 944	77.944	77.177	155.121	128.440
5	P2 gordon jillette	1984 944	78.765	76.953	155.718	128.934
6	P4 Robert Canter	1984 Carrera	77.923	77.111	155.034	129.298
7	P4 Chris Ryan	1984 911 Carrera	80.242	79.503	159.745	133.227
8	P4 James Trenz	1993 968 Cabriolet	86.002	80.967	166.969	139.252

'Production Race Tire P5-P9' Total Entries: 2

1T	P5 Oliver Lucier	1998 Boxster	73.002	72.257	145.259	121.146
2	P6 Jeremy Mazzariello	2007 Cayman	74.865	73.154	148.019	125.076

'Improved & Modified' Total Entries: 4

1T	I5 Stephen Lefebvre	2007 GT3 RS	69.591	68.210	137.801	121.402
2T	I3 Mark Skala	1970 914-6	71.514	70.481	141.995	123.251
3	I5 Chris O'Hare	1996 993	76.830	74.855	151.685	133.634
4	M4 Akira Mochimaru	2009 904 Replica	79.511	DNS	DNS	-

'Non-Porsche' Total Entries: 12

1T	CS Mark Chambers	1999 BMW M coupe	71.950	71.951	143.901	120.013
2T	STR Matt Thompson	2008 Miata	71.492	72.062	143.554	120.441
3T	HS Charlie Thompson	2013 Mini Cooper	75.168	75.097	150.265	120.813
4T	STU Hank Wallace	2010 BMW 135i	72.805	72.428	145.233	122.867
5T	CSP Rob MacAlpine	1999 Mazda Miata	71.320	71.783	143.103	123.211
6	STR Daniel Fillingim	1999 Mazda Miata	74.248	73.345	147.593	123.830
7	STU Lana Tsurikova	2010 BMW 135i	75.742	72.986	148.728	125.823
8	STX Dan Pearce	2008 Mini Cooper S	77.222	76.811	154.033	127.385
9	CS Dan Polagruto	1995 BMW M3	77.842	76.148	153.990	128.427
10	STR Oleg Rekutin	2006 Mazda MX-5	79.342	73.785	153.127	128.473
11	CS David Oliveira	2009 Mazda RX-8	82.141	81.245	163.386	136.263
12	CS Patrick Heck	2009 Mazda RX-8	84.339	83.850	168.189	140.269



Joe Kraetsch driving with Lisa trying to improve his time. Team work at its best!



Alan Davis working through the cones.



Chris Ryan working that perfect exit.



Scruffy trying to keep warm and maintain his humor? Yep-that's Scruffy in the habit.



Bob Cantor braving the cold...Scruffy would not give up his blanket.

Excellence Photo Shoot by James Alton. Photographs by Les Bidrawn

The immortal Porsche 911 debuted at the Frankfurt Auto Show in September 1963. The 50th anniversary is nigh and deserves commemoration. [Excellence](#) “the Magazine about Porsche” decided to run an article comparing the original 911 to the latest incarnation, the 991. [Excellence](#) turned to John Dilger, newsletter editor of the [Early 911S Registry](#), for help finding a 1965 Porsche 911 and—with some lobbying from John—selected my champagne yellow coupé, chassis # 301382.

Excellence selected Doug Kott, a 25-year Road & Track veteran to write the article, and borrowed a new 991 Cabriolet from Porsche’s press fleet. Doug and the 991 came to my place at 11:00 AM on April 4th.

We took turns: Doug drove my ‘65 and I drive the 991 on tours of freeways and low-traffic surface streets near my house. It wasn’t exactly test-track stuff, but I got a reasonably good feel for the 991. I even got it into 7th gear once!

The photoshoot would need the lighting at sunset so we hung out talking cars until the photographer, [Les Bidrawn](#) (www.lesbidrawn.com) drove up to join the conversation until we headed up to Glendora Mountain Road a bit after 4:00 PM.

The Comparison

The 991

The 991 was a blue cabriolet from Porsche’s test fleet. Its hefty options list included the model designation delete, but I think it was a “base” Carrera. Bottom-of-the-line or not, it was awesome: almost as big a leap in capability from my 2003 Boxster as the Boxster is over the ‘65 Porsche 911. It was fast, nearly silent (except for two selectable levels of exhaust tone) and capable of generating enormous side loads with its 20” tires.

There are lots of buttons. Once you learn what they do you can just push a button: there’s no pawing through pages of displays on the video monitor. I never figured out what most of them do though. It also had XM satellite radio. That’s also probably great, but I know nothing about XM programming, so I couldn’t find anything I would have liked. Oh well... The navigation system refused to acknowledge that Mt. Baldy exists.

During the photoshoot, I sped up to well over 50 after making slow camera passes. Normally, that would be impressive speed on Glendora Mountain Road but the 991 wasn’t remotely close to its limit. It was like a video game: if I could turn the steering wheel fast enough, it would go around the turns.

The 991 has all sorts of interesting features to help driving with the manual transmission. There’s an auto-start-stop feature to save gas, and a hill hold feature to help starting up on slopes. We mainly had the start-stop off, but I think I could get used to it. The hill-hold combined with the start-stop was really strange. The clutch engages low, and somewhat abruptly. Starting the car uphill took just a little learning but all the extra help made learning more challenging. It would restart itself if stalled, and the hill-hold interfered with learning the clutch engagement. It probably can be learned, and it might all come in handy if you have to share the car with someone not so used to three pedals.

The 1965 Porsche 911

If you want an opinion of the original 911 unbiased by having driven and maintained it for 15 years, you’ll have to wait for Doug Kott’s article.

Unlike the 991, there are no electronics and no power boosts for steering, brakes, or even the windows. With just 2,370 pounds resting on narrow 165HR15 tires it doesn't need any. Its Solex 40 PI carburetors rely on mechanical fuel pumps, so if the carbs aren't already full of gasoline it's hard to start. It barely runs until the mechanical pumps finally refill the carbs. It's not at all the "turn the key and go" starting you get with modern cars.

The '65 911's supposed to be able to accelerate from zero to sixty in about 9 seconds, but it feels like zero to ten takes most of that time. When the engine's in its power curve the car takes off. The Solex 40 PI carbs have no sensors, control loops, or sampling intervals for a digital engine management system: it's more like trigger feel than throttle response.

That Porsche managed so much back in 1965 with just a two liter engine is amazing. The car's fast, and feels almost like a living thing. The 991 is equally amazing: even given the huge price tag its abilities are astounding. On the other hand, what comes between the driver and that performance is becoming a secret.

The Photos

Les planned to shoot photos on Glendora Mountain Road, which sees enough photoshoots that photographers call it "GMR." We left for "GMR" a little after 4:00 PM with me leading in the 911. As the local, I knew the shortest route through Glendora—or so I thought. Nearing Valley Center Avenue I started to worry if I would pick up the turn, or if I had already missed it. I found Valley Center and escaped embarrassment; we headed up Glendora Mountain Road to a turn-out about 6 ½ miles above Glendora.

Les started with relatively slow passing shots which should look like a sports car streaking by at speed, then got some interior and exterior detail shots. Les also took some car-to-car shots from the right seat of the '65.

As the sun set, the light got better for the stationary shots. Les started with shots of a single car. Nothing radical there: Les shot from a tripod with Doug holding a radio-controlled studio flash above his head for fill lighting.

Finally, with the sunset providing perfect light, Les took the two-car shots for the cover. The scene in the turn out didn't look like much. The pavement was broken and littered with glass, the sunset was nice but not incredible, and the two Porsches weren't parked in any obvious relationship. The image on the back of Les' digital camera was another matter: with a roughly 80 mm lens, and Les' experience setting lighting and gradient filtering, the sunset was a spectacular, the 991 filled the picture and my '65 was prominent over the 991's front deck. I can't wait to see it on the cover of Excellence.

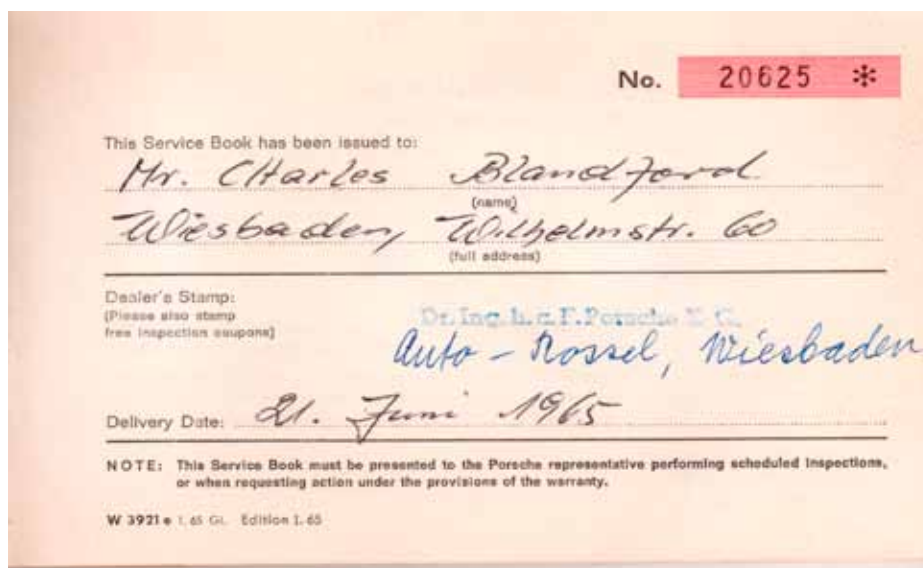


Figure 1 – Delivery Page from the 911's first Service Book

My 911 was originally delivered at Auto Roszel in Weisbaden, Germany. Judging by the name, Alfred Hitchcock arranged the purchase. By September 1965, the car was living in the San Fernando Valley.

Photographs by Les es Bidrawn - les@lesbidrawn.com

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How Serendipity and Robbins Delivered Jack's Dream Car by Jack Saunders. Photographs by David Churcher and Steve Robbins.

The connection between Steve Robbins and I goes way back to the days when Steve was NCR Social Chair and drove a black race-rigged 993 C-4. This relationship has been punctuated with several recent surprises.

It started with my quest in 2010 for a '95 993 Carrera 4, which I needed to negotiate the mountain roads in the foothills of the "Whites" where I live. (I enjoy running my Porsche in winter.) At my age, my priority is enjoying the Porsche ride 100% of the time and not worrying about the longevity of my car, although I'm mindful of the need to frequently hose off the road salt to avoid corrosion problem.

So, I spread the word in the Northlander and with NCRers at large, and one day my friend Paul Tallo suggested I check an ad on the Pelican website for a "souped-up" version of the car I wanted. Eureka! With the help of Blair Talbot Motors, to advise me on potential mechanical problems, I determined it was just right. After negotiating by phone and getting a good report from a Porsche mechanic armed with OK leak check results, I bought it. I flew to San Diego to drive it back (with stops at two National Parks) just in time to make NCR's first 2010 AX (see June 2010 Northlander article, "Jack's Journey"). But there's more to this story which has been impacted by the unpredictable, random twists and turns of life. (Read "The Swerve" by S. Greenblatt to better understand and cope with uncertainty.)

In the course of bragging about my new toy in NCR country, the word reached Steve Robbins who called to verify whether I had purchased his former C-4. Despite the statistical odds against this coincidence I had in fact repatriated to NCR, a C-4 Steve sold to a Californian 5 years before! Well, that wasn't the end of it, because Steve missed his baby and pressed me to sell it to him. I respectfully rejected his persistent overtures to reclaim his former high performance toy with a Euro (stiffer) suspension, built-in custom roll bar and special chrome wheels. However, as symptoms of my neuropathy worsened (less feeling and strength in my legs and hands), I reluctantly came to the realization that it would be prudent to switch from a standard transmission to a Tiptronic to eliminate the occasional, but dangerous stalling at busy city intersections. So, I contacted Steve who confirmed that he still wanted his C-4 and told him I'd sell if he would find a C-4 Tiptronic, in a nice color that I could afford. That would not be an easy task!

In the meantime I decided to reduce my "stable" of Porsches from 2 to 1, by selling my 1990 944 S2 "track and street car." You know the jockeying you have to do with 2 Porsches in and out of one garage space during snowy NE winters in the mountains of NH, gets to be too much of a chore when you reach 90! Another reason for selling the S-2 was to help generate additional cash to pay for the higher-priced Tiptronic. To complicate these sequential, interdependent transactions, Steve had to sell his white C-4 to pay me for my (his previous) C-4.

Consequently, each of us went to work to try to make this happen. Predictably, little progress was made by either of us, until a breakthrough event! Namely, Steve became a partner and general manager of Northern European Automotive, Inc. (NEA) in Concord, NH. This was a game changer because Steve was transformed from a lone buyer, lost in the car wilderness without a "search engine", to an instant insider with a sophisticated web-based acquisition system which would speed up the process of finding the cars and bringing together the buyers and sellers necessary to make these "cascading transactions" (dubbed by Steve) deliver the unique Porsche that I demanded.

I wasn't aware of this fortuitous event until Steve called me out of the blue, asking me to give him my S-2 on consignment to help him create an inventory of sports cars for his new business. Although I had difficulty selling my S-2 for a reasonable price, I had just reluctantly made a "handshake deal" with a local in the Plymouth area, at a rock-bottom price. I shared this with Steve along with the fact that the S-2 needed a new clutch throw-out bearing, an engine mount and some cosmetics. This didn't faze Steve, whose plan was to gradually fix things during the slow winter season and sell the S-2 at an appropriately higher price than I was offered.

We agreed on the deal, pending my release from the "gentlemen's handshake agreement" (which my friend agreed to.) The other condition on this S-2 consignment deal was that my share of the proceeds from the final sale of the refurbished, S-2 would be no less than the offer I got from my local friend, irrespective of what it cost Steve to fix it.

Great! We're off-to-the-races, which meant I would stand aside, stop my ineffective ads in the Northlander and Pano, etc., and let Steve, the professional sports car salesman perform his magic.

Although things moved slowly on the sales side of this venture partly because of the winter season, and especially because my old, high mileage (178,000 miles) S-2 needed repairs, Steve went to work with a vengeance to make the S-2 more saleable. In addition to the many cosmetic improvements Steve made (mostly by himself), the most substantive upgrades he had Tim McLean, the Master Mechanic of this NEA partnership perform, constituted what's called in the Airliner/Jet Engine business, "Zero Timing" of an engine.

This is mandatory for the safety of the flying public to insure that the reliability of the older, used engines operating alongside newer engines, are statistically equal. This is accomplished, during scheduled overhauls after a specified, safe number of flying hours. In addition to precise inspection, including X-ray/magnaflux to detect "invisible" cracks in critical parts like compressor blades and turbine buckets/wheels, certain hot, highly-stressed vibrating parts are replaced purely based on their calculated "lives." Of course this was simpler in the case of my S-2, but entailed the same process and above all demanded the skills and tools of a certified Porsche mechanic like Tim McLean. See Northlander Issues of February and March 2013 for the details of the clutch and torque shaft replacement, which made my old S-2 a highly reliable car.

Steve was now poised to seriously engage in the final and crucial phase of my quest for a Tiptronic C-4, the buying and selling phase which launched at the ideal time, the onset of Spring (as NCRers like to say, "Spring is a long time coming").

Steve bombarded me with many candidates for my "dream car," none of which suited me! In parallel, Steve got several "bites" from potential buyers of our "Zero-Timed" S-2. It was clear that we needed an unlikely confluence of events, deals, and ultimately sales to pull off the miracle of finally acquiring my dream car. Gradually, pieces of our puzzle began falling in place: (1.) Steve sold the refurbished S-2 at a better than expected price, and (2.) he found a buyer for his '89 C-4. All that was lacking was my C4 Tiptronic, which was nowhere in sight.

Until Serendipity intervened! Out of thin air, a tow truck rolled into NEA's shop with a silver and black Cabriolet 2002 Tiptronic C-4, with a blown transmission. After Tim McLean diagnosed the damage and estimated the significant cost of replacing the transmission with a younger (25,000-mile) used one as well as installing the all-important "ceramic ball bearing" fix for the characteristic mid-shaft bearing failures which plague this model, Steve reviewed the expensive repair bill with the unhappy owner. This coupled with the fact that the owner, at the urging of a good friend, was considering switching from Porsches to Corvettes, created the notion of him selling the repaired ("zero timed") Tiptronic C-4.

Steve held off notifying me until he sensed there was a good chance of a sale, which was quickly materializing. I told Steve to engage the owner in negotiations. In short, I got a 2002 Tiptronic, C-4 (with PSM) silver/black Cabriolet (see photos by Churcher/Robbins) in mint condition, with all accessories working, and only 45,000 miles on the odometer, with "zero timing" improvements for the transmission and mid-shaft bearing. And the bonus of an unbelievably perfect Bose Surround Sound System that enhances the already great Porsche driving experience. To cap off this story, Steve, who never ceases to amaze, sold the seller of my Cab, the Corvette he coveted. In effect, Steve "ran the table" in the jargon of winning billiard/pool players.

Thank you, Steve!! I plan to participate in every NCR "moving event" I can, and maybe to compete with you in your repatriated C-4. So far I've done one A/X, but the best time I managed was a poor 99 seconds compared to my best time ever with Steve's C-4 of 79 seconds. I did our CCC (where I went off course on the skid pad). Now I'm scheduled to show off my Tip C-4 Cab at the Zone 1 Concours and Rally.

Look for me in NCR Country. You can't miss that sexy silver bullet accompanied by loud Bose Stereo music, piloted by an old campaigner



Jack's new Tip C-4.



Steve's old ride became Jack's ride, and now back to Steve. Did you follow all that? NHMS - Steve Robbins

continued from page 08...

2 Years

Harvey Ames
Doreen Ames – Family Member
Hancock, NH – 2008 911

John Clayton
Robert Clayton
Northborough, MA - 1987 944

Debra Learmonth
Peter Markos – Family Member
Dover, NH – 2010 Boxster

Bill Mullen
Deborah Mullen – Family Member
Shapleigh, ME – 1990 944 S2

David Vogel
Nashua, NH – 2002 911

5 Years

Ernest Grasso
Karen Grasso – Family Member
Chelmsford, MA – 2001 Boxster

Richard Maser
Pepperell, MA – 2007 Cayman S

Barton McGirl
Hampton, NH – 1988 911

Robert Mitchell
Valerie Mitchell – Family Member
Newmarket, NH – 2007 Cayman S

10 Years

Alan Cady
Susan Cady
Pelham, NH – 1972 911

15 Years

Richard Kletzien
Cindy Rivers – Family Members
Stratham, NH – 1989 911C

Philip Mathews
Cynthia Mathews – Family Member
Campton, NH – 1974 911

Matthew Romanowski
Xana Chauvin – Affiliate Member
Manchester, NH – 1965 356

20 Years

Dieter Kunath
Daniel Kunath – Family Member
Webster, NH – 1979 911 SC

30 Years

David Wieland
Kimberly Wieland – Family Member
Gilford, NH – 1986 911



Zach Kid's new "Ride" - Welcome Zach!



Matt Romanowski prepping car for DE...or is he playing hide and seek with Xana?

North Country Region Annual Porsche Car Show

Benefits The Make-A-Wish Foundation of New Hampshire



Sunday July 21, 2013 - 11 AM - 2PM - Rain or Shine

Porsche of Stratham – 60 Portsmouth Avenue Rt. 33 Stratham NH

Registration begins at 10:30 AM - \$20 Registration Fee

Enjoy the fun and help grant wishes for children with life threatening illnesses.

A DJ will be providing the music.

Kathy's Kitchen will be serving up a delicious lunch.

Tethered Hot Air Balloon Rides - weather permitting.

Ice Cream Run to Lago's Rt 1 Rye after the show.

Special Thanks to Porsche of Stratham for hosting the event.

No charge for spectators - donations welcome. For more information please contact Concours@pca-ncr.org

Do You Recognize This NCR Member??

Photograph by ???????





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<http://johnburk.zenfolio.com>

LET'S CRUISE!!! Saturday, June 29th (Rain date: July 27th)

By Judy Hendrickson

Nashua's having a big car show (People's Choice type) and we have an opportunity to make our presence known as a club. For the greatest impact we need to be together on the "show" field. The only way to achieve this is to arrive together and the best way to arrive together is to participate in the Cruisin' part of the festivities. Participation in the show is only \$10 and there is no further charge for the Cruise. This is a unique opportunity for NCR and I hope many of our 500+ members can help us get the word out about our club and the fun we have together.

There's a Cruisin' (parade through Nashua), a car show at Historic Holman Stadium (Holman hosted what is considered the first integrated U.S. baseball team in the modern era, when Roy Campanella and Don Newcombe played for the then-Nashua Dodgers in 1946.) and end the evening with a family movie shown right at the ballpark. Pre-registration can be done online with a credit card at [HTTP://motormania13.eventbrite.com/](http://motormania13.eventbrite.com/) or by mailing in the following registration form. You can register the day of the event (cash only) by proceeding to Granite Clover Self Storage, 6 Caldwell Dr, Amherst, NH. If you can't make the Cruise (no guarantee you'll be parked with the rest of the Porsches) proceed directly to Holman Stadium, 67 Amherst St, Nashua, NH at 3:00PM. In either case bring the following form and \$10. Checks are payable to The Telegraph Publishing Company. Come for all or part of the event. Schedule for the day is:

- 1:30 PM Arrive and Line-up for the Cruisin' at Granite Clover Self Storage
- 2:30 PM Depart for Holman Stadium (Cruisin' map to be provided)
- 3:00 PM — 4:30 PM Arrive and Set-up at Holman Stadium
- 5:00 PM — 9:00 PM Motor mania Event (Opens to public at 5:00 PM, Judging will begin at 5:15PM and end at 8:15PM, Awards announced at 8:30 PM)

Additional information will be posted at <http://www.nashuatelegraph.com/motormania>.

Leaving early may be difficult as cars will be parked in the order they arrive. If you must leave early please find a show staff person to help you leave safely.

If you have specific questions about the event contact The Telegraph directly: Christina Hendricks, chendricks@nashuatelegraph.com

If you plan to attend, please let me know (jh993@comcast.net).



Dear past Motor Mania participants,

Our events committee is gearing up for the 7th Annual Motor Mania and we would like for you and your vehicle to be a part of it again this year. We are working hard in making this year's event more exciting by adding a new location and making it even more family-friendly by way of exhibitors, games, and activities for kids.



This year's event will be held on June 29th. After a successful launch of The Motor Mania Cruisin', we are bringing it back. We invite all registered participants of Motor Mania to rumble down Amherst Street to Holman Stadium to show off your vehicles before setting up for the main event.

Line-up for the Cruisin' will begin at 1:30 PM at Granite Clover Self Storage (6 Caldwell Drive Amherst, NH). There is no additional charge to participant in the Motor Mania Cruisin'. Cruisin' will begin promptly at 2:30 PM. Additional information regarding the Motor Mania Cruisin' will be provided at a later date and posted on our website (www.nashuatelegraph.com/motormanial3).

Motor Mania (main event) will take place from 5:00-9:00 PM at Holman Stadium (67 Amherst Street Nashua, NH). Registration for each vehicle is \$10. A portion of the proceeds will benefit Good News Garage. Car owners are welcome to arrive at Holman Stadium at 3:00 PM to park for showcasing. Judging will begin at 5:15 PM and end at 8:15 PM. Winners will be announced at 8:30 PM.

Enclosed with this letter, you'll find a registration form for your vehicle. If interested, please fill out the form and mail it back to The Telegraph - Attn: Christina Hendricks with your \$10 payment. When completing your pre-registration materials, please remember to tell us if you would like to participate in the Motor Mania Cruisin'.

To ensure your vehicle is considered for the correct award, please select the appropriate judging category for your vehicle (please choose only one). If you're having trouble choosing a category, let us know and we will be happy to assist you. If you wish to register online and pay with a credit card, you can do so by visiting: <http://motormanial3.eventbrite.com/>.

All cars that participate in the showcase will be parked on the warning track of the baseball field. Once you are in your parked position, we ask that you please stay until the end of the event. As we must park as cars arrive, if you would like to be parked next to a friend please plan on arriving together. Should you need to leave for any reason, please find a staff member and we will help you out of the stadium safely.

We look forward to seeing you for another beautiful June day filled with great automobiles, friends and memories.

Best regards,
Christina Hendricks

*Rain date scheduled for July 27th

CHRISTINA HENDRICKS
Events Administrator
17 Executive Drive
Hudson, NH 03051
Phone: 603.882.2741
Direct: 603.594.6421
Cell: 603.440.9419
chendricks@nashuatelegraph.com
www.nashuatelegraph.com

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Telegraph Motor Mania
Holman Stadium
67 Amherst Street Nashua, NH 03063
Saturday, June 29, 2013 5pm – 9pm
Rain date: July 27, 2013

Vehicle Registration Form

Please print clearly

Name: _____

Address: _____

Town: _____ State: _____ Zip Code: _____

Phone Number: _____

Email: _____

Vehicle Make: _____

Vehicle Model: _____

Year: _____

Judging Category (please check only one):

- | | |
|-------------------------------------------|-------------------------------------------|
| <input type="checkbox"/> Best Antique Car | <input type="checkbox"/> Best Street Rod |
| <input type="checkbox"/> Best Muscle Car | <input type="checkbox"/> Best Foreign Car |
| <input type="checkbox"/> Best Sports Car | <input type="checkbox"/> Best Truck |
| <input type="checkbox"/> Best Classic Car | <input type="checkbox"/> Best Custom Car |
| <input type="checkbox"/> Special Interest | <input type="checkbox"/> Motorcycle |

Participating in Motor Mania Cruisin' : yes no

Payment Method (\$10 per vehicle): _____

Please make checks payable to: The Telegraph Publishing Co.

If you wish to register your vehicle with a credit card, please register and pay online at <http://motormaniaman13.eventbrite.com/>.

Questions or concerns? Please contact Christina Hendricks by phone at (603) 594-6421 or by e-mail at Chendricks@nashuatelegraph.com

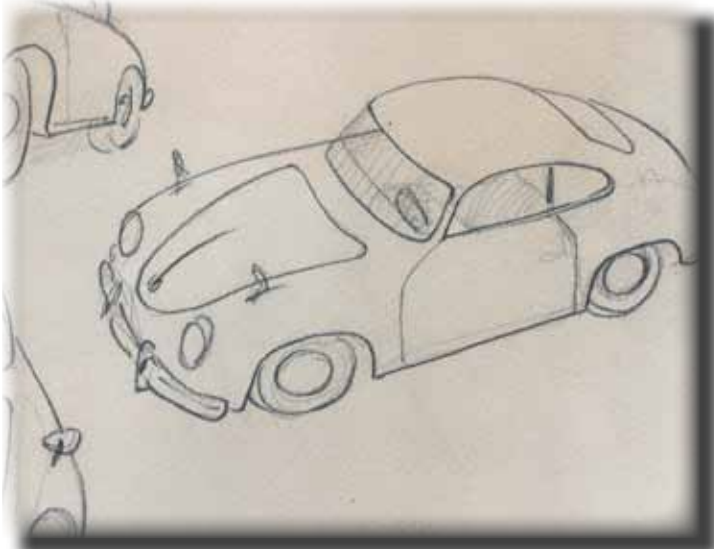
Car Guys Porsche Heritage by Kevin Getty.

It began for me a few years before my birth; my dad had a job building a hotel in Berlin and bought a 1955 Porsche 356. Brought back to the U.S. with them when they returned, it was our family car and what I came home from the hospital in. My father had a deep love for German cars and I grew up with Porsches and Mercedes-Benz. My junior year in high school my father blew the engine in his 1968 912 and gave it to me to fix (a self taught mechanic I would get junk cars and get them running and drive them through the woods before I was old enough to drive on the road). Dad moved into a 911 Targa and the 912 was my first Porsche. At that time my other car was a 1967 Camaro SS I was restoring. I have always loved muscle cars but could never afford to have more than one toy at a time. In my fathers 80's he upgraded his 944 for an '02 911 and we had the privilege of chauffeuring him around in his car until his passing October 7, 2012. He left me the 911 and it has been a real pleasure driving it and we have enjoyed PCA and getting to know other Porsche owners and lovers. My dream was to work on cars when I got out of high school, but my mother would not hear of it. I went to Wentworth Institute in Boston for Aeronautical Engineering and after a few years in that field I left the corporate world and started my own construction company. I have worked as a general contractor for 30 years – 20 of those in Harvard, MA, and the last 10 in Meredith, NH. Currently I am restoring and customizing a '68 Chevelle and helped my oldest son rebuild a custom 2000 Super Duty, (see photos).

Photos include/ dad getting a speeding ticket in Berlin - he got out of the car to take a picture of officer. Current '02 911, the '68 Chevelle, John's 2000 Super Duty, and drawings my dad had done of his car.



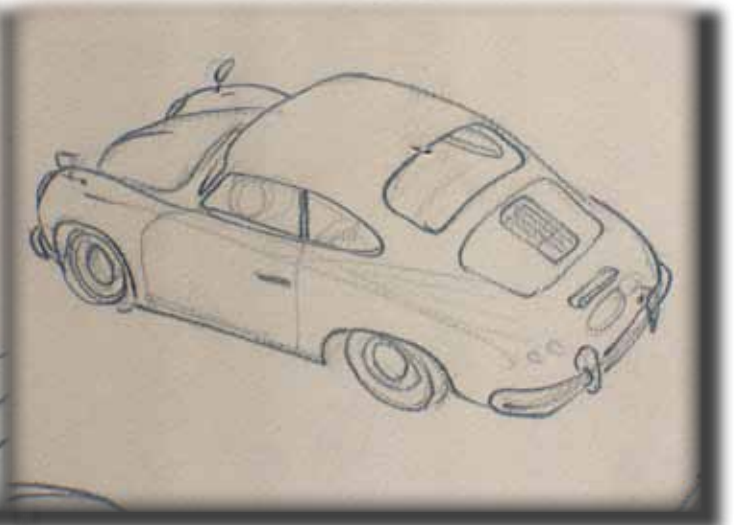
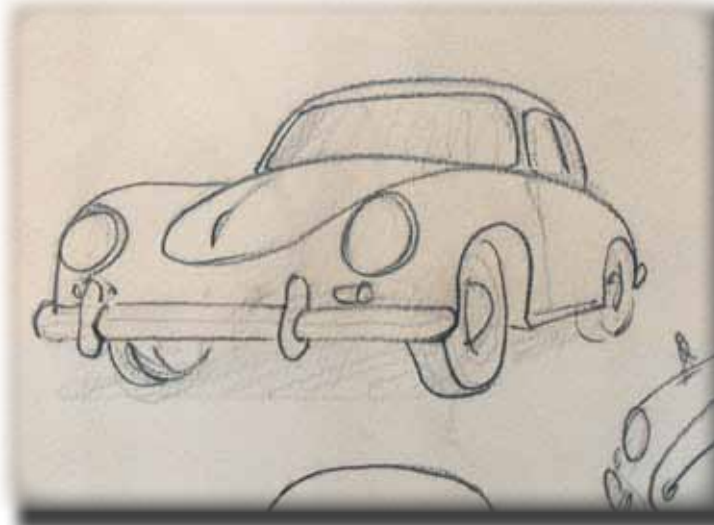
Kevin Getty's dad receiving a ticket in Germany (with mom in car while dad took the picture) 1955 or 1956.



Keven Getty's dad loved to draw Porsche's



Keven Getty's 911 and Chevelle



Additional phenomenal 356 drawings.



Stunning 911 - Kevin is so proud.

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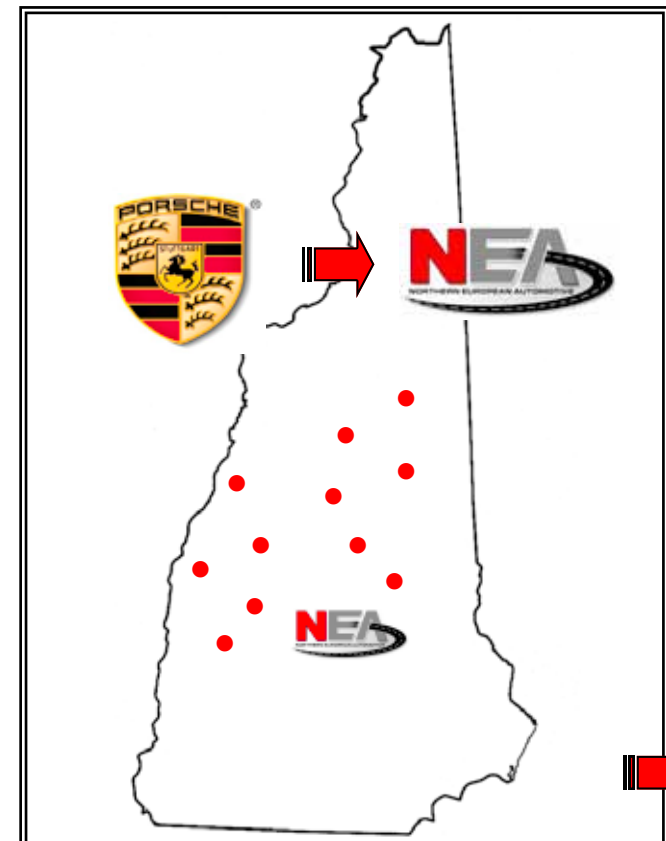
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Summer Curves Rally

Saturday, August 10th

What do you like to do on a typical summer Saturday? If you're like me, warm sun, blue skies, a fun ride in the P-car followed by a great meal with friends fills the bill. If you could have all that and maybe win a prize for answering some simple questions en-route..., would you be a happy camper? Of course you would!

Years ago, I ran a combination TSD and Gimmick Rally for NCR. Mixing the two styles was a bit too much for all but the true rally fanatics. For most, a TSD rally is more work than fun. That said, the Summer Curves Rally will not be TSD, but will offer extra points for staying on schedule and deduct points for those that spend too much time doubling-back to find a missed answer.

The roads in the southern NH/Maine Lakes Region area are made for Porsche's with lots of S-curves and plenty of superb scenery. The rally drive will not be about finding your way or getting UN-lost. Nope, instead it will be all about enjoying the roads. The simple route has some of the most entertaining driving in the area, bar none. Although made for a slick handling sports car, any vehicle is welcome - minimum of a driver and navigator and a working odometer. Come enjoy the curves!

The Summer Curves Rally will start in Rochester, NH at the Lilac Mall (K-Mart parking lot) and end at The Poor People's Pub in Sanbornville, NH (just off Rte 16). Drivers meeting at 9:30, first car off at 10AM.

Be sure to look for updated information and hope to see you all there.

Contact: rally@ncr-pca.org Website: www.ncr-pca.org/





PCA Zone One 48 Hours of Watkins Glen June 14-16, 2013

Join us for the 39th consecutive year of the Zone 1 48 Hours of Watkins Glen, on June 14, 15 & 16. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years.

→We plan to add an extra hour of track time on Friday and Saturday, which means the track will be open until 5:30 PM in order to maximize track time.

→We will allow for expanded passing in the Instructor Run Group throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner.

→A Zone 1 commemorative hat and patch will be provided to all registrants who attend.

Come and meet the new Zone 1 Chief Instructor, Matt Romanowski. Matt is taking over for Dave Maynard, who after many many years has decided to step down. We thank Dave for his many years of service to the Zone. We thank Matt for stepping up to the challenge.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 15, 2012. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

Pricing: Green & Yellow (Sat & Sunday): TBD
 White & Black (Friday, Saturday and Sunday): TBD
 Instructors & Instructor Candidates (Friday, Saturday and Sunday): TBD



Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nonimal fee) to North Country Region members who print and bring the inspection form at this link for driving events.

Name	Position	Phone
Ayer European Auto Restoration	Maine	207-582-3618
Autosportnortheast	Maine	207-698-1000
German Auto Service, Inc.	Maine	207-282-3013
The Boston Sportscar Co. LLC	Massachusetts	781 647 7300
Kachel Motor Company	Massachusetts	617 759 8973
Exotech	New Hampshire	603-382-3599
Sports & Vintage Car	New Hampshire	603-675-2623
Dupont's Service Center	New Hampshire	603-742-8627
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
Northern European Automotive	New Hampshire	603-228-0533
Continental Automotive Repair Service	New York	845-356-2277
Auto Union	Vermont	802-223-2401
Green Mountain Performance Co.	Vermont	802-775-3433
Eurotech	Vermont	802-660-1900
Rennline Inc	Vermont	802-893-7366
The Metric Wrench	Vermont	802-751-8577
Heads Up Motorsports Inc.	Vermont	802-886-2636
The Auto Master		802 985-8411

Sale: 2000 Porsche 911 Coupe. Only 63,400 miles. 300 HP, 6 speed, totally stock. factory options include: Xenon headlights, Navigation System, 6 disc CD Changer, 18" Sport Classic wheels, heated full power seats, AC, PS, PW, PL, PSM, Rear wiper, power sunroof, cruise control, and more. Black Metallic with Gray leather. Clean Carfax, never hit. stored indoors and never seen snow. \$22,900 or BRO (may consider trades) contact Michael Lucci 603-718-5581 or email porschepoor@gmail.com



Wheels and Tires: Four 911 wheels 5.5 JX15 5 bolt – 10 hole. Stamped 613 3A KPZ . Professionally Bead Blasted, cleaned and repainted factory silver. Zero miles since refurbished. Clean and very nice. \$350/set plus shipping. Don Scheuerle, North Hampton, NH 03862 603-379-2044 ebbyde140@gmail.com



2003 996 C4S, Coupe, Silver/Black, 58,000 miles, 6 speed, completely stock, many factory options (Sport exhaust system, Xenon headlights, full leather interior, power leather seats, Bose sound system, sunroof, 18" Turbo wheels, and more), no body work, clean interior (no smoking), always kept in garage, new OEM catalytic converters (both banks), professionally installed Alpine navigation system, Dension iPod adapter (digital connection to OEM radio), need new tires soon, excellent condition. \$34,000.

Akira Mochimaru, Natick, MA am904gts@gmail.com



Books: (\$50.00 for the lot)

Porsche by Randy Leffingwell - paperback, Porsche by Chris Harvey - hard bound, Porsche by Michael Cotton - hard bound, Porsche by Nicky Wright - hard bound, Porsche by Susann Miller - hard bound

Prints: (\$200.00 for the lot) - individual photos available.

Porsche race car by P. Hearsey - ZONE 1 class winner award
911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
356 Roadster at North Andover commons by Susanna Weber - NER region - class winner
All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435



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 Ivy@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO



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

ITEMS FOR SALE:

Bridgestone Pole Positions RE050A 225/45/17 and 255/40/17. Fronts are almost new and the rears are in great shape. The came with my car and I have been saving them as "wets" but I'm just not using them. \$425 for the set of 4. email pgr928@yahoo.com or call Pete 603-505-0910

914 6cyl 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 Contoocook/Hopkinton, NH frank.sanford@us.army.mil

SALE: '80 Mazda RX7 alloy wheels (2) with snow tires \$250 ... DavidChurcher@comcast.net, 603 799 4688

2000 VW Beetle Bug GL - Red/Black, 5 Spd, 84k miles, AC, ABS, synthetic oil used, airbags, new summer tires and Blizzak snow tires, timing belt and water pump done @ 75K, brand new cat. converter. Everything works as it should and this would make an excellent safe first car, commuter, or winter beater. \$4,600/OBO Jay Gratton (603) 440-9804 or JEG914@AOL.COM

1977 911S

One of the best examples around. Stunning Ice green metallic over cork non- sunroof sedan, non-power windows, original paint (possibly respray of passenger door), original and near perfect interior, green/white cocoa mats, a/c (compressor removed but with car), only changes from new are radio, heat exchangers (removed) and exhaust. Original Fuchs plus extra set of 4. Body and paint excellent, near flawless. 42,500 miles. Parade preservation class quality and ready to show and go! \$23,500 or BRO Email or call for additional photographs - BigCheese@ConsumerProfilesinc.com or 603-343-7575



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.



Jackson Romanowski telling Dad (Matt Romanowski) that the car will be his in just 15 years!
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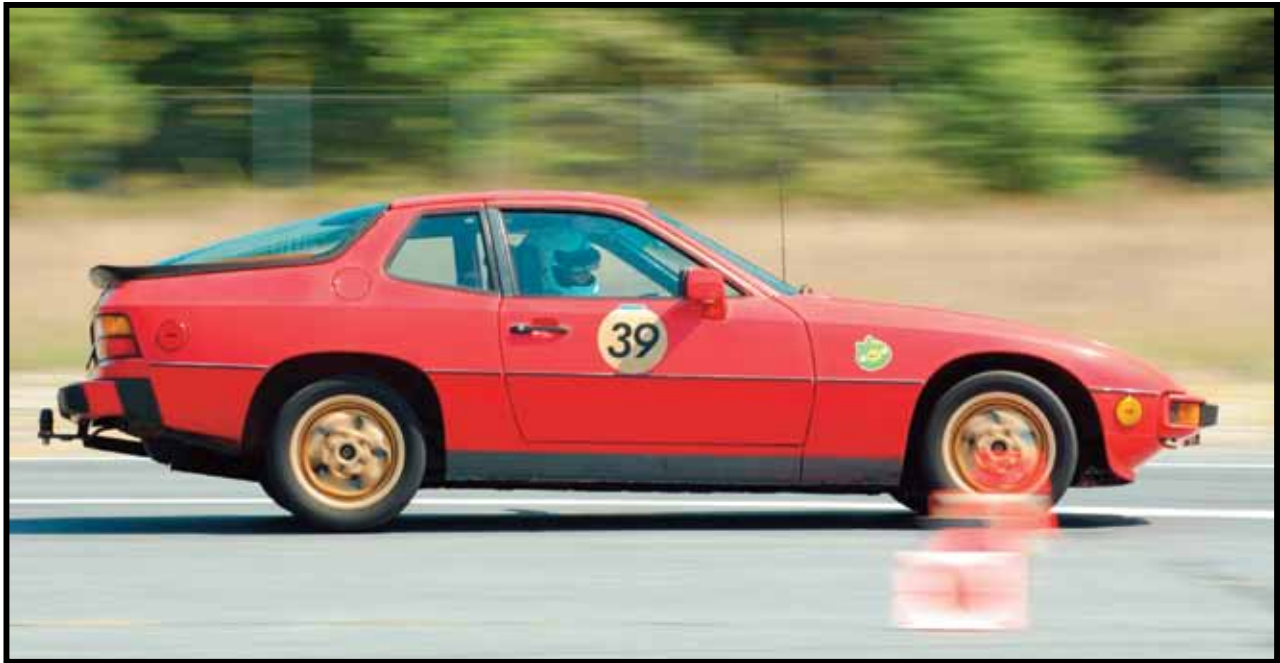
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twenty eighth annual autocross



august 24th - 25th, 2013 moore airfield, ft. devens ayer, ma

this year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) 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.

how much it costs

\$70/person early registration on or before 8/12/13
\$95/person after 8/12/13
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 7/5/13 and close 8/21/13.

where to stay

Springhill Suites by Marriott
31 Andrews Parkway
Devens, MA 01434
Phone: 978-772-3030
<http://devenscommoncenter.com>
Rate: \$129/night + tax
Refer to: **"Porsche Club Autocross"** for group rate
You must book by 8/2/13 for group rate

who to talk to

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

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

links to the pcr's will be posted on the zone 1 website - <http://zone1.pca.org>

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2013 PORSCHE CORRAL & GATHERING SCHEDULE

ALMS NORTHEAST GRAND PRIX - JULY 4 - 6

CORRALS ON JULY 5 & 6 AT THE PORSCHEPLATZ TENT

HISTORIC FESTIVAL 31

CORRALS ON AUGUST 31 & SEPTEMBER 2

PORSCHE SECTION IN THE SUNDAY IN THE PARK CONCOURS & CAR SHOW ON SEPTEMBER 1

GRAND-AM CHAMPIONSHIP WEEKEND

CORRAL ON SEPTEMBER 28

GET YOUR TICKETS AT TICKETS.LIMEROCK.COM OR 1 (860) 435 5000



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BTW



For those who did not recognize that face, it's NCR's Past President and National Enthusiast of The Year Jay Gratton. So adorable!

Northlander advertising rates:

Back Cover ½ page - Color		
	\$96.00/mo.	\$1152/yr.
Inside front cover: Permanent (non- rotating)	\$125.00/mo.	\$1500/yr.
Inside back cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside front/back cover: Rotating full page ads	\$90.00/mo.	\$1080/yr.
Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)		
Full page - non rotating	\$85.00/mo.	\$1020/yr.
½ page - rotating	\$60.00/mo.	\$720/yr.
This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread.		
- ¼ page - rotating	\$50.00/mo.	\$600/yr.
This option will allow the use ½ of page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month.		
1/8 page/Business Card	\$15.00/mo.	\$180/yr.

Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertiser's part way through the year.



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Volume 36 Number 6

June 2013

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