

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

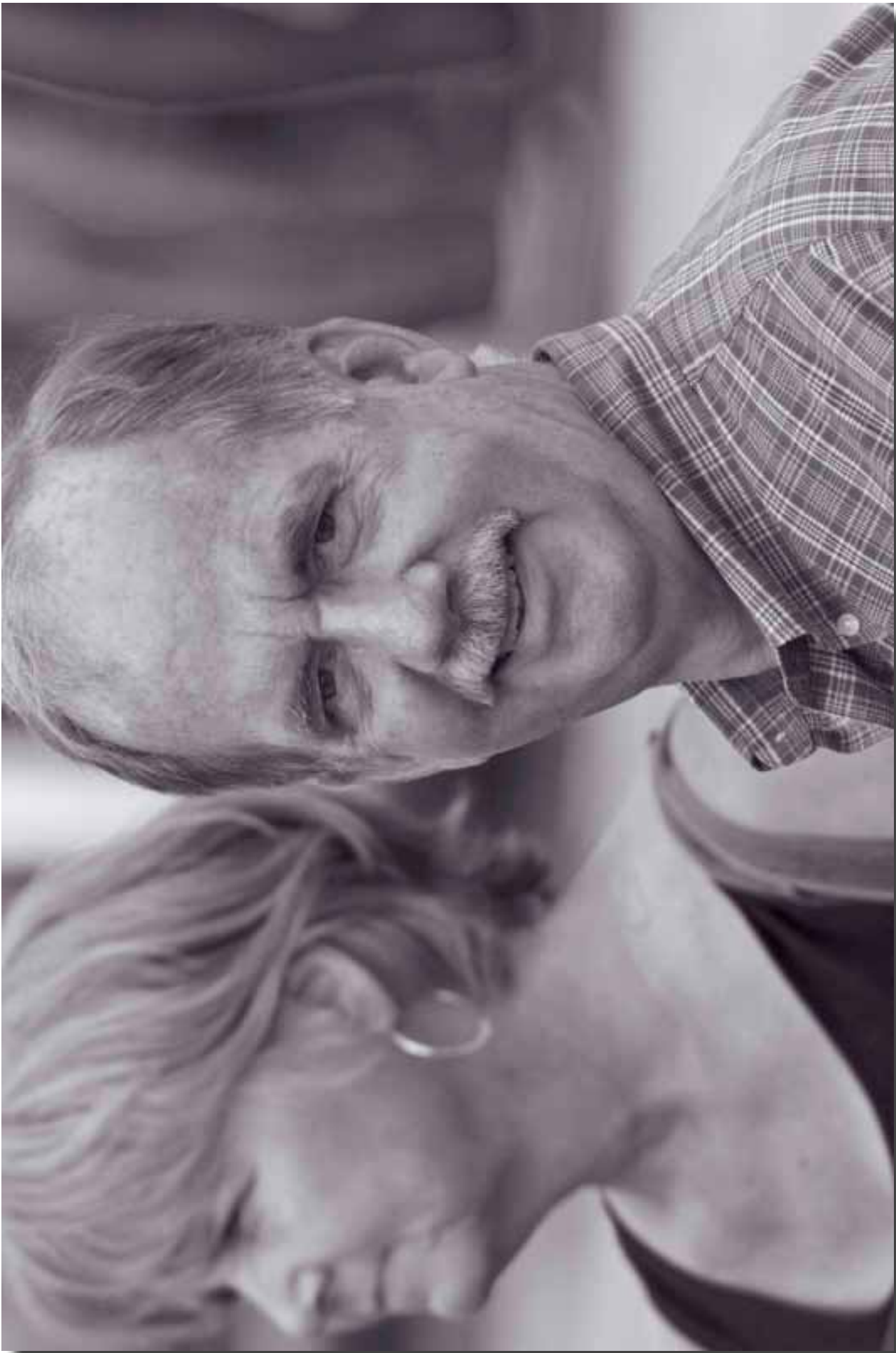
Volume 36 Number 10

October 2013

IN THIS ISSUE:
KaiserPorsche Garage
LRP Vintage Race
And much much more !!!!

To Cancel Printed Subscription Of Northlander See Page 1





This issue of Northlander is Dedicated to: Donald H. Osborne, Jr.

March 11, 1943 - September 8, 2013

May he rest in peace.



LET US KNOW

Dear Membership:

We certainly hope that you are enjoying the copy of Northlander mailed to you each month. We try to keep the articles informative and capturing the essence of activities we all share within our Porsche community.

As you may know, each month's Northlander may also be viewed on-line at NCR's website: www.ncr-pca.org.

If you would prefer to access Northlander via the website and discontinue receipt in print form, please make your wishes known to Janet Quintero, our membership chair. Notice can be emailed to her at membership@ncr-pca.org.

Either way, we hope you will continue to enjoy our newsletter, our events, and your membership in PCA. And don't forget we are always eager to receive your contributions for inclusion in the next month's issue! If you have anything to submit to the magazine please submit to northlander@ncr-pca.org

Thank you all as without great members like you, the region would not be what it is today. Just remember it is not about the cars , it is bout the people!

All the best,
Ivy Cowles and the rest of the Northlander Team

Congratulations to Northlander (NCR) for taking 1st place at National Porsche Parade - 2013

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Statement of Policy

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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 51 for advertising rates.

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PORSCHE CLUB OF AMERICA
October 2013

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On the Cover

The cover shot was taken by Tracey Levasseur and is a stunning shot of their (Jay and Tracey's) new ride - beautiful red 944



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CALENDAR

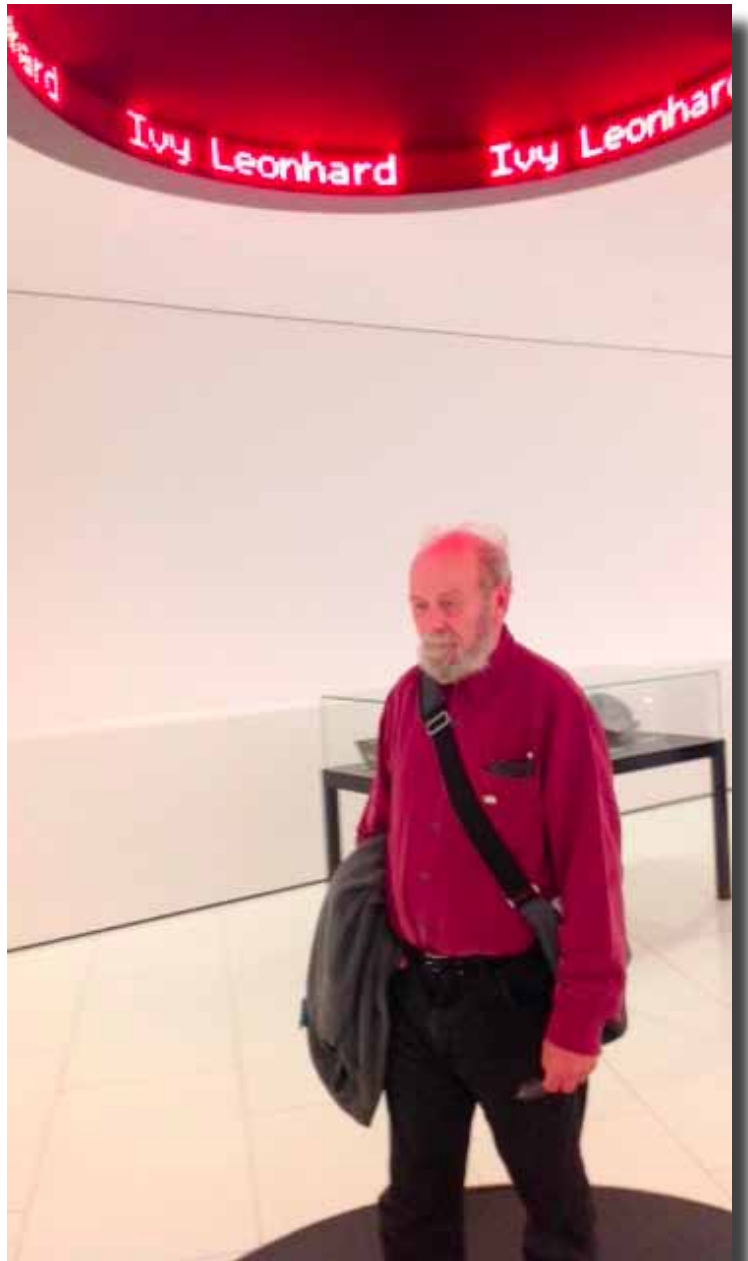
October 2013

- 5 *NER Autocross at Devens 7:00am*
- 8 *Board Meeting 6:00pm*
- 10-11 *Spring is a Long Time Coming DE Event*
NHMS
- 26 *Renegade Miata Autocross 7:00am*
Fall Rally 8:00am

November 2013

- 2 *Precision Imports Open House 10:00am*
- 9 *Annual Banquet 6:00pm*
- 12 *Board Meeting 6:00pm*

Be sure to watch for updates on the 2014 Parade and block the date now. <http://www.pca.org/>



Even traveling to Germany Edgar cannot escape NCR



Damon at LRP



Matt Romanowski **Wide Open**

The Chiquita Racing team of Xana, Jackson, Judy, and I just got back from a trip to Pocono Raceway. For a number of years in a row, this was an annual trip. We would head to the track, visit with my relatives, and go to Shavertown, PA to Pizza Perfect for some great Old Forge style pizza and wings (more on this later). Plus a couple of beers. As a side note, the beer of our choice down there is Yuengling. It's a great lager that is only available in the Mid-Atlantic and Florida.

This event was new to us for a couple of reasons. We used to run the North Course with Metro NY Region, but they stopped running their event when the track started to deteriorate and the registration numbers dropped. Two years ago, the founder of the track, Joseph Mattioli, passed away and his kids have taken control of the track. They have repaved the entire track, all the infields, and made major improvements to the facilities. They have even added a gigantic solar panel field complete with a flock of sheep to "mow" the grass in between the solar panels!

The other major difference would be we were running with the Resientoter Region, which is in South East Pennsylvania around Philadelphia and Bucks County. The last difference was we were going to be running on one of the largest configurations with the North Course and the South Course connected by the Tunnel Turn and Front Straight. We also had one session of running just the Tricky Triangle.

It was a three day event, with Friday being an advanced driver day. We started out running a totally new South Infield configuration, which was quickly deemed to be less than fun, so the organizers changed it back to the traditional strait South Infield. Lots of fun was had with that for the next two days. I took the short Tricky Triangle session, topping out at 139.5 mph in Chiquita. Coming in and checking the car over for the next day, Judy and I found a corded right rear tire. I guess it was a good thing the session was only 10 minutes!

Now, one of the important things about going to Pocono is getting to have Old Forge pizza. For anyone that doesn't know, I'm a major pizzaholic. I love all kinds of pizza. I could eat pizza every meal for weeks at a time. Old Forge pizza is an interesting style and not liked by everyone. I have only ever heard of it within an hour or so of Old Forge.

For the initiated, the first thing you notice about the pizza is that it is square (well, really rectangles). When reading the menu, you'll be confused because it lists prices per cut, which are actually pieces. Then, most places will just list the price "w/" or "w/o" in reference to onions. Standard practice is with onions and is much better than without.

Now, the pizza is a really different style. When researching the pizza, there are a lot of questions of exactly how it is made. The most well known place is Victory Pig (I'm not making up these names), but like I said before, my favorite is Pizza Perfect. People will guess and say they know someone who knows someone that knows the secret recipes, but it's always a little off. What we do know is that the pizza pans are a little shallower than a pan pizza pan and they get a decent ladle full of peanut oil to sort of fry the crust. The crust is a pretty standard sort of crust that is like a deep dish pizza. It's maybe a half inch thick. The tomato sauce is pretty thin, with a fairly light coating, and is a little bit sweet.

The cheese is the biggest area of argument. Some people say it is a mix of mozzarella, American, and Block cheese. Now, if you are like me, you have never heard of block cheese. It's a local cheese that is only popular in that part of PA and some of Wisconsin. Other folks think there is some cheddar or provolone in there too. My opinion is that it is probably low moisture mozzarella and some American. It may sound weird, but it's very good.

continued on page 13..



Ivy and Hank Cowles

HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

It is time to find members willing to help keep this club going. Past administrations have done the hard work – they have built a strong and varied program with ever greater participation from the membership. We are growing each and every year. New blood is needed to continue these efforts in our region. Any member, whether active, affiliate, or associate can hold either elected or appointed office in North Country Region. Hank, Brian, and I would like to reach out to anyone interested in participating in the club officer nominating process, or to members with interest in serving in a Board of Directors or committee position. Monthly board meetings are held at various locations around NH in an effort to balance driving distance for attendees. The meetings usually run from 6 – 8pm the second Tuesday of the month. The meetings are mandatory for members of the Board but optional for chair positions. Meetings are also open to the general membership. So if you are interested in one of our positions, or in participating in the nominating process please contact Ivy Cowles @ Ivy@ConsumerProfilesinc.com or feel free to call 603-767-6461.

Ivy

Happy Halloween!!!



MEMBERSHIP



Janet Quintero

October 2013 Northlander - New Members and Anniversaries

New Members:

Mark Dudek
Assonet, MA
Transfer from Metropolitan NY (MNY)

James Husman
Rich Davis – Affiliate Member
Rye, NH - 2008 C4S
Transfer from Northeast (NE)

Brian O'Leary
Milford, NH - 1999 911

Gus Scott
Canaan, NH - 1983 911
Transfer from Northeast (NE)

Lev Tabenkin
Jason Stanley – Affiliate Member
Natick, MA - 1996 911
Transfer from Northeast (NE)

Aaron Walker
Lisa Walker – Affiliate Member
Natick, MA - 2004 911 GT3
Transfer from Northeast (NE)

Member Anniversaries:

1 Year

John Bachhuber
Bedford, NH – 2009 911

Greg Wood
Chip Wood – Affiliate
Marlborough, MA – 1985 944

2 Year

Jay Clark
Heather Clark – Affiliate
Brentwood, NH – 2004 911

Arch McGowan
Jason McGowan – Affiliate
Newfields, NH – 1999 Boxster

William Newbold
Helene Newbold
Antrim, NH – 1990 911

5 Year

Bob Scott
Danielle Scott – Affiliate
Hollis, NH – 2004 911 40th

25 Year

Paul Demers
Goffstown, NH – 1983 911SC

**Rich Willey**

Where The Rubber Meets The Road

Musing #1

Formula 1 is widely regarded as the pinnacle of motor racing. I can't help thinking about how it has evolved and in particular how drivers position and safety has evolved. In the early days the driver sat bolt upright with their head ABOVE the roll bar, if there even was a roll bar, with their back against the gas tank wearing a shirt and trousers, a little pot helmet and perhaps driving gloves. Today the driver is totally reclined with their feet about chest high, their head barely visible, with bolsters around their shoulders and a full carbon fiber monocoque chassis surrounding them. Of course they have the best enclosed helmet money can buy and Nomex fire retardant clothes. Yet with all this safety equipment, the driver is required by regulation to be able to get out of the car in five seconds. Thus, removable steering wheels are mandatory, although Bill Binnie assured us (from personal experience) that a driver could get out of a similar car in 5 seconds without removing the steering wheel if the car was on fire. In F1 and perhaps in other series, the seat has special connectors built into it, so that if the driver is unconscious, the rescue workers can attach straps to the seat and lift the seat and driver out of the car together.

Musing #2

While I'm on Formula 1, last month I mentioned that in 1993 a lap record was set in a Formula 1 race by driving through the hot pits and this wasn't the most notable aspect of the race. Hard to believe? Here's the story. The race was the European Grand Prix at Donington Park in the UK. Donington is configured such that Pit-in takes place before a straight which ends in a slow right hand hairpin, which leads to another straight parallel to the first, then a left hander after which you go past the pits to a right hander where Pit-out occurs. Going through the pits takes considerable distance off a lap. Pit-in and Pit-out are very short and even with the speed limiter in the pits; the fastest lap was set by aborting the pit stop and motoring right through Pit-out. Who thought to do this? Senna. Why wasn't this the most notable aspect of the race? Because this is the race where he went from 5th to 1st on the first lap in a blinding rain storm to solidify his reputation as the Rainmeister. Arguably the most astounding race sequence ever in F1. Check it out on YouTube. The race announcers can hardly describe what he did.

Musing #3

By the time you read this the movie RUSH will be out and hopefully many of us have seen and enjoyed it. The main characters are James Hunt and Nikki Lauda, who vied for the F1 championship in 1976 and I expect a theme of the movie will be the juxtaposition of their opposite personalities. But this muse isn't about either of them. It's about Lord Hesketh; Baron, business man, past president of the British Racing Drivers Club and a Member of Parliament. His real love was motor racing which he entered in earnest in 1972 by buying a couple of F3 cars for James Hunt and Tony "Bubbles" Horsley. (Doesn't exactly strike fear in your heart does he?) Win or lose, Lord Hesketh had his drivers chauffeured around in Rolls Royces, stay in 5 star hotels and celebrate each race, no matter the outcome. But James was the real deal even if he had an appetite for writing off cars thus gaining the nickname "Hunt the shunt". After trashing rented F3 and F2 cars, Team Hesketh moved up to Formula 1 with a rented Surtees. This was succeeded by a MARCH in 1973 which was developed by noted designer Harvey Postlethwaite into a more competitive car than the works MARCHs, even placing 2nd at Watkins Glen. In 1974, Hunt was retained for the racing season for the princely sum of 15000 Pounds, and Hesketh built his own car the HESKETH 308 for the season. No sponsors and a teddy bear as its team symbol. It won a non-championship event at Silverstone. In 1975 Hunt's Hesketh won the Dutch Grand Prix, but halfway through the year Lord Hesketh ran out of money (or lost interest) and that was that. Ah, those were the days!!

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Mark Watson **MY SPIN ON THINGS**

It's amazing that another month has gone by and I need to write another article for the Northlander and I haven't been able to drive since the Calabogie event. I was in Maine (Acadia) on vacation during the NER Watkins Glen event and managed several good hikes, some kayaking and bike riding. The weather and food was excellent and it was great to spend time with family. In truth, my car wasn't ready as it needed to be checked out after my off track excursion at Calabogie. I perhaps forgot to mention in last month's article that there are some really good run-off areas at Calabogie and I happened to use one of those areas during the enduro. I'm not sure exactly what happened but it became clear to me rather quickly that I was not going to exit the turn and remain on the asphalt. Do you remember when your instructor told you that if you were going to go off the track you should drive off, slow the car down and then gently bring the car back on to the asphalt? Well, it is good advice and when done properly results in an embarrassing moment but one which you can drive away from with no damage to your car. I am looking forward to the new splitter that is being installed and hope to have more front grip to keep me on the track next year at Calabogie. By the way, the photograph of the broken jack mentioned in last month's article was just inside of the front cover. If you didn't see it, go look and remember to always use wheel chocks and jack stands before getting under your car.

When you read this, our 2013 DE season will be over. It has been an odd schedule this year – three of our events were bunched together early in the year and then a couple of dormant months before the final event in October. It's a good thing that NER's schedule integrated so well with ours so at least everyone had an opportunity for a balanced schedule. We are already working on next year's schedule and I hope it will be more balanced. No promises but we will try to work it out.

I am going to call this month's article a wrap and send it off to the editors. In closing, when you get this issue of the Northlander, it will be just after our last DE event and a few weeks before our annual banquet. Remember to vote for our 2014 officers and make your reservation for the banquet; I saw the menu at the last Board meeting and it looks spectacular. It will be a great way to wrap up our 2013 DE season and to spend time with your track mates and fellow club members. As always, feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

Mark

2013 NCR, Drivers Education Schedule

October 10 & 11 NHMSNCR DE; Track Dinner on the 10th

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

Be sure to look for the 2014 Season - it will be here before you know it!







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Postscript: In 1976 Hunt signed with McLaren for the bargain basement salary of \$200,000, because a) he was out of a ride and b) Emo had left McLaren to join his brother's Cupersucar team. As they say, the rest is history as Hunt challenged Lauda for the World Championship. And so we have Ron Howard's latest movie, RUSH. Hopefully you will go see it if you haven't already. Call me, we'll go together.

Musing #4

In September, Matt wrote about his driving experiences in various parts of the world. While I have more limited experience I'll share my adventures in Ireland. Everyone talks about driving on the left and roundabouts (traffic circles) but a simple phrase helps conquer those. "Look right, turn left" or was it "Look left, turn right"? Oh well, a few other observations. First, if you plan to drive there pay the money for a GPS. Maps will not help you. Second, be prepared for their major highways to go from 4 lanes, to 2 lanes, to barely 2 lanes without any warning. Also, know that Ireland enjoys their rallies, so expect delays so rally cars can careen across an intersection on most weekends, especially if you are on the secondary roads. Traveling these lesser roads (still identified with national route numbers) is also likely to take you through a farmer's front yard and be nothing more than a grooved dirt lane with hedge rows on both sides obscuring your view of any intersecting traffic. By far my biggest challenge was driving the Ring of Kerry. It is often not quite two lanes, where cars squeeze by each other, with outside mirrors barely clearing. It has spectacular but steep drop offs, a single strand of barbed wire as a guard rail (sheep retainer) and burnt out wrecks at the bottom if you dared look down. Moll's Gap is a short cut on the southeast side of the Ring and has even narrower roads, wandering sheep and tunnels. I waited in a line of vehicles about an hour as two tourist busses tried to squeeze past each other here. (Yes, they are only supposed to travel in one direction on the Ring). Did I mention I was driving a cargo van converted to hold eight golfers and their gear! Why you ask, did we risk life and limb on the Ring? Because Waterville is at the end of the Ring and if you are a golfer, you've gotta play there.

Just Thinking

Best all time, in-car during-the-race, driver response to a race engineer. "Just let me alone. I know what I am doing." Who, where?

Best line from a race movie. "Racing.... its life. Everything before or after is just waiting." Who and what movie? Answers next month.

Magnus Racing

The season is over as you read this but the last event will have to wait for November's edition as it took place the last week of September.

At Kansas, the Magnus team blew its race motor during practice and had a thrash to put in the backup before qualifying. It was down on power so they qualified 8th. During the race they moved to 5th but a three car DP accident inexplicably did not result in a yellow flag and Andy Lally never saw the piece of metal sign which jumped up, pierced the carbon fiber front end, and destroyed the center radiator of the Magnus Cup car. Although they changed the radiator in 9 minutes, Magnus finished 5 laps down in 8th place. They are now 1 point out of first with about 20 points covering the first 7 cars.

Laguna Seca- victory. Magnus qualified 8th but by the first stop team owner and driver John Potter had the Cup Car up to 6th. The Magnus team has been working on pit stop execution all year and it paid off by picking up 4 places on this stop and when all the other GT cars cycled through their stops, Magnus jumped to first. Andy Lally then kept the Porsche in front long enough for some late race yellows, which allowed Magnus to finish without needing a splash of fuel. They were less than a second ahead of the second place Turner Motorsports BMW. They are now back in the points lead with the finale at LRP two weeks away.

continued from page 6...

This trip, we had pizza from Ciccoli's (pronounced si co li's). It was very good and like most places, you could order by the cut, the sheet (24 cuts), and get a frozen sheet to go (which we do almost every trip!). If you're ever passing through, the Wilkes-Barre area, it's worth stopping to get some pizza.

The sad part about this event was that it made me realize that the driving season is almost done! NCR has finished it's autocross season, we only have one more rally, and our October DE at NHMS is quickly approaching. Start watching the Northlander and www.NCR-PCA.org for upcoming winter social events and tech events. I can't wait for our Annual Banquet at the Crown Plaza in Nashua! See you at an event soon.



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Judy Hendrickson **LOOKING BACK**

Fall is definitely in the air. Daytime temps are now in the 70's, if we are lucky, and nighttime temps can range from the low to high 40's (30's if in the northern end of the state). NCR's Fall Get Away will have taken place by the time you are reading this and we will have sampled the early fall colors in the Berkshires. Mid October will find many of us at the last DE of the season at NHMS. Even if you don't participate in DE, think about joining us for the Dinner on Thursday night, October 10. Toni Surdam always does a fantastic job and it is a great opportunity to socialize in a very relaxing environment. Be sure to register ahead of time through Motorsportreg.com.

We only have two issues to peruse this month, there being no October issue in 1983. The 1993 issue had a great cover — a T-Shirt seen at the inaugural Indy car race at NHIS (then) that year. Articles covered a number of upcoming events along with features on the Indy car race, Porscherama (a multi-event weekend then held by Metro NY, CVR and NNJR), NCR's Concours held at Wentworth By the Sea (prior to it's condo development), NCR's manning of the phones during a NHPTV Pledge Drive, a Member Profile on long time member Dick Minesinger, and an article by Scott Martineau on his and Heike's experiences at that year's Monterey Historic races. Of course, there were the recurring columns of the officers/chairs filling out 36 pages plus cover. Membership was at 251 and the newsletter had garnered its 5th straight national award at the 1993 Parade.

The 2003 issue featured tech articles on 914 handling and 911 transmissions, the season finale of the Porsche racing season, part 2 of Ron Mann's Confessions of an Autocrosser (novelette), a photo array of the NCR Car Show, and a report on the Rambly of 2003. The remainder of the 38 page plus cover issue was filled with the officer/chair regular columns. Membership was at 470.

Volume XVI, Number 9, October 1993 (Cover)



On the Cover . . . T-Shirt Seen At The Indy Car Race At NHIS Photo by Doug Hendrickson

From Volume XXVI, Number 10, October 2003

Northlander



(Pardon the orientation, but upright would not do justice to the cover photo.)

Cover Photo: A Driver's Perspective — taken at Porsche of Nashua at the NCR Car Show (Photo: Edgar Broadhead)

Rambly — 2003

By Bob Gutjahr — Member at Large and DE Enthusiast

Matt and Jay's Most Excellent Rambly Adventure was all our boys promised and more. Billed as a rally and a tour, it ran through some of New Hampshire's most quaint covered bridges- all under halcyon skies and foliage that offered its blush of fall. 22 Rally teams assembled on Saturday morning in the Route 101 parking lot, with an obligatory stop at Dunkin' Donuts for food before Jay and Matt began the festivities. The bright and shiny Porsches turned heads on 101 and were subject to convivial conversations of comparisons and contrasts (say that fast three times) amidst the good-natured members present. Much to everyone's pleasure three 968s showed up for this soiree, and we were fortunate to have new members: Rich and Carla Krajewski and Dave and Laurie Albert in attendance.

As is their custom, Jay and Matt regaled the assembled multitude with their wit and wisdom (such as it is) in their driver's meeting. The teams were presented with a set of concise directions and a question and answer sheet that had us all wondering what was in store for us on the roads ahead. The boys admonished us that no cell phones were allowed, at which point every Live Free or Die Person in the audience promptly turned on his/her cell phones and started scanning the sheets for any call back clues. We were all saddened to learn of the ultimate sacrifice of Jay's GTI, which was front ended the night before as he ran one final check of the rally route. With words of encouragement and a wink and a nod from Jay and Matt, the rally teams queued up, somewhat clear on their instructions and at least pointed in the right direction.

Below: Gathering of the group at the outset of the Rambly (Photos: Ed Broadhead)





Left: What the Rambly is all about - good times and great photo opportunities.
Below: Matt and Jay try to figure out where they are - and what to tell the folks...
(Photos: Ed Broadhead)



The rest of the morning was a delightful idyll through 63.3 miles of beautiful New Hampshire country roads, with brief interludes at some of the state's more charming covered bridges, to include the Rowell and Bement bridges in Merrimack County. This was a day for a lazy top-down drive, and the low-pressured instructions and lovely scenery encouraged participants to enjoy the moment instead of compete for the gold. Most savored their moments, and some created more than their fair share by doubling back to ensure they got all the clues. Despite the number of Porsches, there were very few wolf packs seen during the day, although some Porsches did manage to bunch up on occasion on some of the slower sections. None other than Colin and Loosey Blake in their Boxster were following the 944S2 of Ellen Beck and Bob Gutjahr at one point when the 944S2 stopped and backed up to double check a possible answer. Despite Ellen's assurances that there was no clue, Loosey and Colin first considered the source, and then returned for what they thought might be an answer.

As noon approached, the 22 rally teams meandered through the valleys to Mount Kearsarge, where Matt and Jay perched and waited with delicious box lunches. One by one the teams climbed up the bumpy mountain road and found themselves in the midst of a cloud instead of the sunshine Matt and Jay experienced earlier. Bladders were relieved (some of the smaller distaff members in our group made it plainly known that there were not all that many gas stations en route...), lunches consumed, and stories told on the picnic benches overlooking the vista. The line up of Porsches was the perfect man-made complement to all of nature's glory in the valleys below.

Matt and Jay chose to let everyone grade their own score sheets, and no one seemed to mind too much when the 'On the Way Cafe' was the right answer to a rather ambiguous question about where you go to get quick food. It would appear that everyone tried to understand what Matt and Jay really meant with that clue, but no one wanted to stay inside their heads for too long. Surgeon General's warning and all that. When it was all said and done. Ellen Beck and Bob Gutjahr had the highest score. Of course, they traveled double the miles to find all the clues and were the last to reach the clouds. And our trophy was this story.

So here you go and there you have it. Thanks to Matt and Jay for another Excellent Rambly adventure and a delightful day of Porsches in the most beautiful state in New England. Next year will be another great tour with even more bridges and maybe even a bathroom or two thrown in. See you next time!

Below: "Your 968 has a top that goes up AND down?" A beautiful 968 Cab shows off it's "stuff". (Photos: Ed Broadhead)







LRP - Vintage Race by David Churcher

LRP - Vintage Race by David Churcher



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Lime Rock Park Historic Festival – Labor Day Weekend

by Rich Willey

Friends have been telling us for the past few years that we need to go to this event, so after a season opening soccer game Friday night we headed west as the GPS took us through the back roads of Connecticut to our hotel in Torrington. Saturday dawned overcast and humid. Very Humid. We decided to sit on the hillside above Big Bend on the outside of the track. This gave a commanding view of the main straight (now called the Sam Posey Straight as witnessed by the large sign on the pedestrian bridge), Big Bend, the short chute and the Left Handers.

Cars are separated into classes, mostly based on vintage and to some degree engine displacement. There were ten groups, with each racing in the morning and afternoon on Saturday and Monday. If you can name it, it was probably there. Alpha, Elva, Healy, Triumph, Morgan, MG, Lagonda, Bugatti, Kurtis, Stutz, Nash-Healy, Toyota, Datsun, Stanguellini, Maserati, Brabham, Hawk, Lotus, OSCA, Cooper, Lancia, Jag, Lotus, Ford Falcon, March, Lola, Van Diemen, Chevron, Ralt, and of course Porsche, to name a few. But nary a Ferrari in sight. As you would expect in vintage racing, everyone was well behaved although there were a few offs due to mechanical issues, and over exuberant driving.

In the Big Bore class (think Vettes, E-types, Mustangs and Camaros) a real 1963 Corvette Grand Sport was entered. In the second heat race on Saturday, he jumped the start and went from 4th to 1st down the front straight. The lone Porsche RS in the field (which had qualified first) was having none of it and drove by on the inside of Big Bend and never relinquished the lead. Yes!!

Toured the paddock which was crammed with so many vehicles that the Skip Barber racing school area was also used as a supplemental paddock. What I found particularly interesting was the contrast between participants. On the one hand there were numerous couples (I assumed retired), with their pickup truck, open car trailer and perhaps a camper. Often they had an MG or similar car. On the opposite end of the spectrum were the companies providing support for 6-10 different entries, usually purpose built race cars. They transported the cars, with fully equipped tractor trailers, motor homes, and everything you would see at a professional race. All the owner/driver had to do was show up and drive.

Racing is not allowed on Sundays, so LRP held a concour. Many of the race cars were on display but there were many more participants which drove or trailered in just for Sunday. The cars were arrayed along both sides of the track for its full circumference. Wayne Corini from Chasing Classic Cars was on hand as well as Bill Warner who organizes the Amelia Island Concour.

As we start down the main straight. I'm looking at a C2 Porsche in Rothman's livery, thinking is this Damon's car?, when I realized it wasn't 4 wheel drive. As I move on to the next P-car, there is a guy on his hands and knees looking under the car. Holy cow, it's Damon!!! Says he built the fiberglass fender flairs for that car. And he is racing a 60's vintage Porsche at the event as well. You never know who you will run into.

BMW, Mercedes, Rolls Royce, MG, Jaguar, Porsche (the largest contingent), American classics, Trans Am, Formula cars. They were all there. My personal favorites? The all original un-restored, B-Fuel dragster from the early 60s with a Hilborn fuel injected Ford Flathead. Wicked. Smokey Yunick's 67 Camaro Trans Am car driven by Cammy Edelbrock. A Nissan Fairlady, fully tweaked with carbon fiber fenders and big turbo. An Alpha Romeo 33TT. Gorgeous open cockpit world sports car racer from the late 60s. Or how about the slammed 32 Ford Vicky rat rod with the 8-71 blown Hemi which was set up with hand controls because the owner was a paraplegic.

The chosen marque for this year's event was the Cunningham and about half of the known remaining Cunninghams were on display. I chatted with Tom Coady whose C3 Coupe road car took second place. Gorgeous car, period correct paint, 331 cubic inch Chrysler Hemi with four Zenith carbs and a 4 speed. We talked about how everyone is so meticulous at concours regarding the correctness of the cars. We shared a good laugh when he related how Briggs Cunningham would pirate parts off of other cars to make a C3 whole so he could get it sold. After all Mr. "C" had to sell cars to support his racing habit. (Just to prove Tom's point, the C3 next to us had Jag bumpers)

As a side benefit, I was able to walk the whole track during the concour. Things that were not obvious to me when I'm out there during our DE event are a) the track goes downhill all the way from the entry bridge to the exit from Big Bend, b) the chute between Big Bend and the Left Hand is up hill but the Left Hand is downhill, 3) there is a fair amount of camber in the Uphill corner as long as you keep off the new blacktop on the far left and 4) the track is much narrower than it seems when you are at speed.

Mark your calendar for next year's LRP Historics. You will not be disappointed.



Cunninghams....



Cunningham power



Morgan 3 Wheeler - Yes they raced it



Things you see at a Vintage Race



Work of art

Donald H Osborne, Jr

March 11, 1943 — September 8, 2013

Official Obituary (Remick and Gendron Funeral Home)

Donald H. Osborne, Jr., 70, of Rye, died Sunday, September 8, 2013 at his home surrounded by loving family.

He was born in Glen Ridge, NJ, March 11, 1943, the son of the late Donald Harrison and Doris (Hawkey) Osborne.

Don was raised in Verona, NJ and was a 1961 graduate of Verona High School. He went on to earn his bachelor's degree from the University of Pittsburgh. After college, Don entered the U.S. Navy, earned his Naval Aviator Wings, and flew the P-3C Orion aircraft. He left the Navy and flew for Delta Airlines for the next 28 years. He and his college sweetheart and wife of over 46 years, Sandra (Sirms) Osborne, moved to Rye from New Castle in 1975. In Rye, Don was an active member of the Rye Lions Club, a volunteer for the Rye Senior Serve organization and was a board member of the Beach Club. He also served on the board of The Housing Partnership in Portsmouth and was a past president of the North Country Region of the Porsche Club of America. Don was an accomplished woodworker and photographer; many of his beautiful photographs were displayed and sold at local galleries.

Always generous, loyal and giving, Don volunteered his time willingly to help those in need. He had a great sense of humor, connected easily with people and made many friends. He loved his family and spending time with them was the most important part of his life. He will be sadly missed by all who knew and loved him.

In addition to his wife Sandra of Rye, Don is survived by his sons, Jeffrey Osborne and his partner Kenneth Mayers of Boston, MA and Kevin Osborne and his wife Jennica of North Berwick, ME; his sister Sharon Lee Osborne of Union, ME; his granddaughters, Katherine and Elizabeth Osborne, and his golden retriever Elke.

Calling hours were Friday, September 13, 2013, from 2-4 pm and again from 6-8 pm in the Remick and Gendron Funeral Home, 811 Lafayette Rd., Hampton. U.S. Navy honors were held promptly at 4 pm. Relatives and friends were respectfully invited. A private family memorial will take place on Cape Cod in Truro at a later date. In lieu of flowers or donations, Don's wishes were "Strive to treat everyone you know with love and respect and hopefully the world will be a better place."

In Memoriam

by Judy Hendrickson

**THE STEERING
COLUMN**
DON OSBORNE,
President



Don was that rare quiet individual who always knew just the right thing to do and say at just the right time. A long time member of NCR and later the 356 Registry (TYP 356NE) group, he was a key member of the core group that helped spur NCR from a small, not very active group to the Region known for its friendliness and variety of activities.

Much of this change stemmed from his efforts as the Editor of the **Northlander** from 1988 thru 1990. While the newsletter had started out strong in 1978, winning awards in its very first two years, it had languished in the intervening years. Don's enthusiasm for the car, the club and his great photography and writing ability along with a like minded group of enthusiasts worked together to help transform NCR to what it is today. He also brought back the award winning ways of the **Northlander**, garnering many national awards.

Don was of great help when Doug and I took over the newsletter in 1991 and he stepped into the role of NCR President in 1993. Don's parting column in the November/December 1993 issue of **Northlander** remarked on what

a year we had, but little did he know that PCA National would recognize us for the truly phenomenal year we had by selecting us as Region of the Year for 1993 at the 1994 Parade. While any such recognition is the result of team work on the part of all members, Don's leadership was critical to keeping us focused and on the path to success.

Don and his wife, Sandy, served the club in many capacities, Editor, Advertising Chair, Secretary, and chaired many events from rallies to annual banquets.

Perhaps these pics I gleaned, some from the **Northlanders** he edited, some from when he was President and some from later events will give those of you who did not have the privilege of knowing him some sense of the man and will bring fond memories to those who called him friend.

So long Don. Perhaps you and Doug will meet up in the great beyond for some fun times around the pylons.

1st Annual NCR SKI Weekend — 1988
photo by: Bill Jacob



Don Osborne

The "not-so-rough" group relaxing at Seneca Lodge following Saturday's activities. (l-r) Peter Sabbow, Don Barnes, Don Osborne, Dick Minesinger and George Rief.
Zone 1 — Watkins Glen 1989

LOON 1993

Don and Sandy Osborne trying to bribe themselves another Trophy from Steve Gratton



DOUG HENDRICKSON



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Other than Porsche's by Jaime and Jay Gratton

It's almost the end of the riding season but Jay and I are still cranking on the miles! We rode up to Lake Winnepesaukee this past weekend for lunch at Giuseppe's... it was gorgeous riding weather! When we can't drive one of the Porsches we are on the motorcycles as often as possible. This year we have traveled to Boothbay Harbor, ME, Lake George, NY and up, down and across the state of New Hampshire. It was a great summer for riding but alas the days are growing shorter and cooler. Pretty soon, all of the toys will be put to rest for another winter. Enjoy the last few weekends that we still have before you too have to put your toys to rest! Safe driving! ~The Grattons



Jaime and Jay enjoying a beautiful day on the bikes



Jaime sporting the Harley gear...Nice



Jay's awesome ride



Jay with the Gratton bikes



Jaime with mom and dad (Brad and Mickie Davidson)



Our New Goodie Store is now open!

Christmas is NOT a long time coming!!!

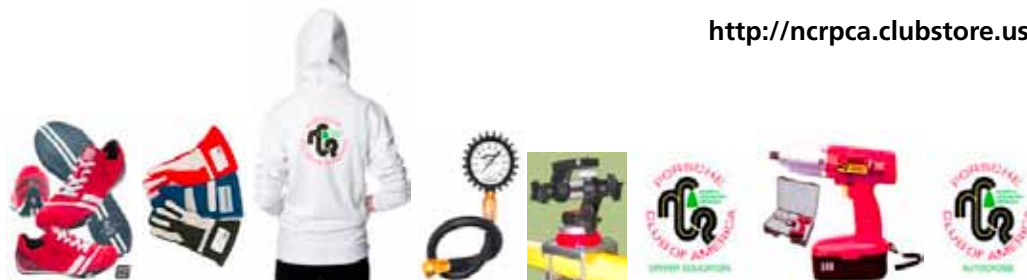
Is your Christmas List complete?

- Track shoes
- New book on Porsche racing history
- NCR sweatshirt for grandson
- Camera Mount
- Cordless Impact Wrench
- Road Wrap Paint Protection film
- Tire Gauge
- Balaclava
- Driving gloves
- More Horsepower (oops!! Out of stock)

We are adding items weekly – keep checking in for new items

Keep an eye open for clearance items!!!

<http://ncrpca.clubstore.us.com>





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2013 Autocross Season

Ollie Lucier has stepped up to co-chair the NCR Autocross program with Joe Kraetsch. We will host the Zone 1 Autocross at Devens again. We added new street tire 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.

Be sure to look for the 2014 Autocross
Season Calendar - thank you all again for
a great season.



Autocross #7 Results by Joe Kraetsch

NCR Autocross #7 – Saturday, September 7, 2013

	Class	Driver	Car Model	AM	PM	Raw Time	Pax Time
N/ - 'Porsche Novice' Total Entries: 6							
1T	T6	Nick Koulopoulos	2003 Boxster S	75.687	74.644	150.331	124.925
2T	T9	Scottie Taylor	1997 993TT	77.410	72.953	150.363	128.710
3T	S7	Tom Gormley	2001 911	82.235	81.190	163.425	133.845
4	S4	Stephen Blauer	1994 968	84.449	84.332	168.781	136.037
5	S9	Thor Wallace	2013 911 S	86.332	78.961	165.293	139.176
6	S5	Michael Hickey	1996 993	95.266	90.233	185.499	149.512
L/ - 'Porsche Ladies' Total Entries: 3							
1T	P2	Lisa Roche	1988 924S	71.742	71.936	143.678	118.965
2T	S8	Judy LaRocca	2011 Cayman S	73.918	72.782	146.700	121.761
3	P4	Tania Brice Coffin	1989 944 S2	90.992	85.191	176.183	146.936
SS1/ - 'Strict Stock S1-S4' Total Entries: 1							
1T	S4	Adam Blauer	1994 968	72.276	70.921	143.197	115.416
SS2/ - 'Strict Stock S5-S6' Total Entries: 4							
1T	S5	Chris Ryan	2002 Boxster	74.250	73.906	148.156	119.413
2T	S6	Lev Tabenkin	1996 993	74.495	72.094	146.589	119.763
3	S5	Alan Donkin	2000 Boxster	79.625	79.376	159.001	128.154
4	S6	Jack A. Saunders	2002 911 C-4 cab	98.787	97.598	196.385	160.446
SS3/ - 'Strict Stock S7-S9' Total Entries: 6							
1T	S8	Ed Moschella	2012 Cayman R	71.047	69.920	140.967	117.002
2T	S8	Michael Bickford	2010 GT3	71.571	71.789	143.360	118.988
3T	S7	Ernest Grasso	2006 Cayman S	75.193	74.653	149.846	122.723
4	S9	Walter Lunsmann	2009 911 turbo	74.664	71.152	145.816	122.777
5	S7	Joe Migliore	2008 Boxster S	78.381	78.666	157.047	128.621
6	S7	Robert Liotine	2008 Cayman S	79.194	79.703	158.897	130.136
PT1/ - 'Production Street Tire T1-T4' Total Entries: 3							
1T	T4	Neil Halbert	1990 944S2	74.613	71.897	146.510	120.138
2T	T4	Robert Canter	1984 Carrera	75.195	74.850	150.045	123.036
3	T4	Jeff Johnson	1987 911 Carrera	75.364	74.982	150.346	123.283
PT2/ - 'Production Street Tire T5-T9' Total Entries: 4							
1T	T8	Alan Davis	2007 911 C2 (997)	70.991	70.846	141.837	119.852

2T	T7	Brian Cooner	1999 911	72.599	72.758	145.357	121.082
3	T5	Nick Durham	1991 Carrera 4 Cab	74.930	73.517	148.447	121.726
4	T9	Scott Taylor	1997 993TT	75.844	71.778	147.622	126.364

PR1/ - 'Production Race Tire P1-P4' Total Entries: 3

1T	P2	Joe Kraetsch	1988 924S	71.546	70.357	141.903	117.495
2T	P4	Georges Rouhart	1993 968	73.480	69.071	142.551	118.887
3	P2	Bill Aubin	1984 944	73.115	72.086	145.201	120.226

PR2/ - 'Production Race Tire P5-P9' Total Entries: 5

1T	P5	Oliver Lucier	1998 Boxster	67.684	67.674	135.358	112.888
2T	P9	Mark Dudek	2010 GT3RS	65.297	64.668	129.965	113.199
3T	P6	Jeremy Mazzariello	2007 Cayman	71.777	70.923	142.700	120.581
4	P8	Susan Kelley	2007 997 C2S	71.227	70.460	141.687	121.709
5	P9	Charles Stromeyer	2010 GT3 RS	73.654	77.307	150.961	131.487

R/ - 'Improved & Modified' Total Entries: 4

1T	I3	Mark Skala	1970 914-6	67.161	66.843	134.004	116.315
2T	I5	Stephen Lefebvre	2007 GT3 RS	66.091	67.186	133.277	117.417
3	I5	Chris O'Hare	1996 993	74.839	70.180	145.019	127.761
4	M4	Akira Mochimaru	2009 904 Replica	73.195	72.232	145.427	133.065

Z/ - 'Non-Porsche Novice' Total Entries: 4

1T	BS	Nayden Naydenov	2006 Honda S2000	71.483	71.100	142.583	120.482
2T	BS	Joseph Galeski	2012 GSR EVO	77.820	74.916	152.736	129.061
3	DS	Vladimir Levantovsky	2011 BMW 335i	78.630	78.868	157.498	130.093
4	STX	Emily Young	2013 Subaru BRZ	80.063	79.707	159.770	132.129

XS/ - 'Non-Porsche Stock' Total Entries: 7

1T	BS	Barbara Seeger	1988 Corvette	70.613	68.443	139.056	117.502
2T	FS	Justin Chen	2008 BMW M3	71.579	70.699	142.278	118.090
3T	CS	Dan Polagruto	1995 BMW M3	71.420	70.965	142.385	118.749
4T	CS	William Koscielny	2006 Mazda MX5	73.006	72.336	145.342	121.215
5	FS	Audra Tella	2008 BMW M3	75.182	72.239	147.421	122.359
6	DS	Jeffrey Scornavacca	2011 Mini Cooper S	75.303	75.048	150.351	124.189
7	SS	John Swig	2008 Corvette	76.793	70.845	147.638	126.821

XT/ - 'Non-Porsche Touring' Total Entries: 8

1T	STR	Matt Thompson	2008 MX-5 Miata	68.295	67.282	135.577	113.749
2T	STS	William Brundige	1995 Mazda Miata	68.963	69.172	138.135	114.513

3T	STR	Daniel Fillingim	1999 Mazda Miata	69.134	68.300	137.434	115.307
4T	STU	Matt Angle	1999 BMW M3	72.074	70.999	143.073	121.039
5	STS	Evan Cox	1995 Mazda Miata	73.980	73.521	147.501	122.278
6	STX	Dan Pearce	2008 Mini Cooper S	75.453	73.673	149.126	123.327
7	STR	Carl Williams	2000 BMW M Roadster	75.377	74.272	149.649	125.555
8	STS	Athena DeGangi	1997 Mazda Miata	78.568	77.155	155.723	129.094

X/ - 'Non-Porsche' Total Entries: 9

1T	CSP	Rob MacAlpine	1999 Mazda Miata	67.778	67.056	134.834	116.092
2T	ASP	William Seymour	1988 Caterham 7	70.015	67.387	137.402	118.990
3T	CSP	Mike Iannotti	1988 BMW M3	70.923	71.403	142.326	122.542
4T	FSP	Oleg Rekutin	2003 Mazda Protege5	74.543	72.197	146.740	122.968
5	SSM	Mike Banas	2002 Z06 Corvette	72.008	70.502	142.510	125.551
6	SSM	Chris Stefaniak	2002 Corvette Z06	69.319	74.284	143.603	126.514
7	XP	Gary Parker	1963 Cobra Replica	72.935	70.446	143.381	129.186
8	ESP	Tom Bates	2000 Camaro	82.944	74.456	157.400	133.632
9	DSP	Andy Gallonio	1909 Mazda Miata	80.523	78.539	159.062	135.998

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2013 Autocross Season Wrap Up

by Ed Moschella

The 2013 autocross season ended with our 7th event at Devens. The late summer weather was perfect on Sep 7th, providing an excellent climate for the final event of the year. The field was a nice mix of series long regulars and a number of other competitors from a few of the other local clubs active in the Devens autocross scene.

Porsche registration was lower than usual due to conflicting Porsche events so Joe and Ollie opened the event to other clubs, ensuring a full field of diverse machines and drivers. The entire autocross staff were on their game: course set up, equipment check, and drivers meeting all completed like clockwork. The event was off to a brisk start and it was looking like another day of possibly 10 or more runs until one of our water cooled guests lost a coolant hose in the middle of a run, spraying down a portion of the course. The clean up required a little more kitty litter than we had on hand so cleanup took a little longer than normal but once the course was cleaned up the racing continued and drivers managed to log 8 runs for the day. Fortunately for our guest, he was able to repair a ruptured heater hose during lunch break and finish the day competing.

During the drivers meeting in the morning, Joe gave a brief report on the Zone 1 Autocross held at Devens this past August 24th & 25th. Turn out was lower this year attributed to conflicting PCA events at other venues. Joe proudly pointed out that in spite of Team NCR missing a couple of members from last year's team, NCR handily took the Club Challenge competition with the team winning 7 firsts, 2 seconds and 1 third for a net score of 92 out of 100 points. Joe called out the winners who were acknowledged by all and then the competition began.

With NCR Season Championship points at stake there was some tight competition in a number of classes. Chris Ryan and Lev Tabenkin raced to the end for the Strick Stock 2 championship with presumed winner, Ernie Grasso relinquishing his claim by switching to a new car. At the end of the day Chris prevailed. Lev seemed content in his performance as event announcer however, keeping everyone entertained with his humorous and informative commentary! Reid Van Gorder handily won Production Street Tire with a string of 4 firsts at the first 4 events. The real competition was for second place with Alan Davis squeaking by Nick Durhan in the points. Alan found his mojo this season and has been driving his 911 very well. Reid will be facing some tough competition next season. Production Race Tire was also very competitive, with perhaps the widest variety of cars in the Porsche classes. Ollie showed 'em all with his consistent string of firsts throughout the season, capped off with another first Saturday. Scuffy wrapped up the Improved/Modified class, but not without pressure from second place finisher Mark Scala in a 40 something year old car separated from Scuffy's GT3 RS by about 300 horsepower. Distant 3rd was taken by Akira, who's 906 replica garners more attention from the non-Porsche crowd than any other car at NCR events. Definitely a first for styling points Akira! Lisa Roche handily won the Porsche Ladies class but Judy Larocca shows promise for next season and newcomer Tania Coffin will definitely add some competition to the class if she is able to squeeze autocross events into her busy teaching and DE schedule next year. Adam Blauer's season first was guaranteed due to a dearth of cars in his class, but his impressive overall PAX placings at each event are more representative of how well he's driven this season. Strict Stock 3 had a competitive rivalry all season long with yours truly taking first but the real competition was between Aaron Walker, Walter Lunsmann and Mike Bickford. Their enthusiasm and competitiveness is infectious and makes the class competition exciting. Now that Ernie Grasso is driving in our class, the challenge will continue. Neil Halbert and Joe Kraetsch took their classes for the season, each amassing many firsts throughout the season.

There were many memorable moments throughout the 2013 autocross season with the Wounded Warriors event and the NCR Zone 1 victory at the top of the list. For me, opening up our instructor policy and inviting more outside clubs to participate made this season great. We began an instructor policy at the beginning of the season that identifies more experienced autocrossers and enables them to ride along with less experienced drivers. This allows the more and less experienced drivers a chance to get together and learn from each other (yes, more experienced drivers DO benefit from riding along with less experienced drivers) as well as a chance to get to know each other. I feel it enhances driving skills, competition and promotes the social mission of all NCR events. The decision to open our events to other clubs was primarily for logistics purposes and doing so has opened up NCR events to the local autocross community. There may have been a time in the past when Porsche events were considered elitist and exclusionary, with the focus not necessarily on competition, and the quality of the event not up to the same levels as with other clubs. Nothing is further from the truth, and other club members are learning first hand that our events are top notch, well run, with stiff competition and friendly people.

Thanks again Joe, Ollie, Lisa and all the NCR Autocross Staff and competitors for another great season. Already looking forward to next year!



Audra invites Bill Seymour onto the course



Charles takes a turn



Chris O'Hare getting a leg up on the cone



Chris Stefaniak finishing his run



Robert Liotine takes to the course



The Podium finishers

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NCR Fall Rally – Covered Bridges

Mark your calendar. The NCR Fall Rally is October 26, 2013. It will be a fun rally in Southwestern NH which will bring us to several historically significant covered bridges, so bring your cameras.

Starting point is 10:00 AM in Greenfield NH, which is between Peterborough, NH and Hillsboro, NH. The exact location will be forthcoming so check the NCR Calendar, Web site, Facebook page, etc.

As in the past we will collect a \$10 donation to defray rally costs with any excess monies going to our chosen charity. We will award prizes in the Novice and Experienced classes.

The rally will end at a restaurant in the Keene, NH area.

Participants and guest will need to sign the PCA waiver form.

RSVP is not required but it will help with planning if you let your Vice President know that you will participate. Vice-President@ncr-pca.org





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Escape to L.A.

The fall is a great time to visit Southern California; the weather can't get any better for driving your Porsche. If you so desire, it is possible to drive from mountains with over eight thousand feet of elevation to sandy beaches all in the same day! The deserts are beautiful, crisp comfortable days, and bright clear blue skies. This is the perfect time of the year for our apple orchards. The apples are ripening on the trees and are sweet and juicy. Great fun to go picking your favorite variety. Take a drive along the Southern California beaches, and, of course, Mulholland Drive.

We have wonderful tours planned for you in addition to the mountain and beach driving. We offer several museums tours, Nethercutt, Huntington Library, Mullin, plus architectural tours will be part of this years Escape.

Registration opens July 15, so don't miss out. Visit our web site <http://escape2013.pca.org>



Kaiser Porsche Garage

By Jerry Kaiser

My wife Sharon and I were out for our usual neighborhood walk and we noticed a house for sale just four doors down from our house. There was an open house scheduled for later that day. We attended the open house and toured the residence, which was built as an 'empty nester' house. With our twins nearing graduation from college and our youngest now in college, the idea of downsizing and staying in the same neighborhood had great appeal to us. We always cherished living next to Great Bay and loved our small town of Greenland.

It took about six months to sell our house and move into the new house, so we had plenty of time to make plans on what we were going to do to make the new house truly our own. Number one on both Sharon's and my list was to repaint the pink exterior. Second on my list was to add a garage. The house had an attached two car garage but everyone that reads this publication will understand the desirability of a dedicated place to store and work on our special cars. Somehow I managed to get Sharon to agree to the garage addition; I mentioned how our two car-fanatic sons would come home more often if we had a place to work on our cars. She agreed and even suggested making it larger than what I had originally planned.

We moved in to our new house in December, so I had four months to plan the new garage. As an engineer by trade, I may have overdone this part. I made 3D CAD models with a scaled car lift, wash bay and other needed equipment included. I researched floor materials, floor drain systems, scissor trusses, lifts, compressors, lighting and on and on. From the research and talking to other club members, I learned of some better ways to finish out the garage. I could not decide between an epoxy floor coating or some type of rubber garage floor covering. Both options were a bit pricey. I learned that if I was installing a new concrete floor, I could use a colored concrete hardener that is troweled into the floor when the concrete is setting up. This ended up being a much less expensive option and the red floor turned out pretty cool. Our two sons, Grant and Ryan, were very good at advising on the other necessities, such as a wash sink, stereo, TV, work benches, floor drains, cabinets, refrigerator, bar and kegerator.

Lighting was an area that I had not given much thought to in the past, but as I have aged; it seems I need more and more illumination (insert wise crack here). The old standard fluorescent fixture has evolved quite a bit. Now there are T12, T8 and even T5 fluorescent fixtures and different bulb color temperatures. Did you know that the number after the T (such as T12) is the 1/8" increment of the diameter? So a T12 is 1.5" diameter tube and a T8 is 1" diameter tube. Even more confusing is the smaller diameter fluorescent tubes produce more light, or lumens, per watt. And then to confuse you even more, you need to decide what color temperature the bulb should be. Basically bulbs with numbers around 2700 K are a warm color (soft white) and they go all the way up to 6000K, which is like sunlight. So higher color temperature means cooler light?? Cool lights allow you to perceive color more - as you would in daylight, making them the best choice for studios or cool garages.

Grant runs a car detailing business during his summers off from college, so he had ideas about the garage design. This also was a good way to get a lot of free labor from him in building the garage. He and I spent a good part of the summer finishing out the garage and scheming up some great enhancements. More of the father/son bonding I had told Sharon about. He wanted to be able to wash cars inside the garage but I was concerned about how to make the walls water proof. We finally decided to put red and gray floor tiles on the lower part of the walls. Grant and I worked all day one Saturday and into the night installing the tiles over the finished drywall. Unfortunately, the next morning when we went out to the garage to admire our handy work, about 75% of the tiles were lying on the floor. It seems we missed reading the part about using a special sealer on the drywall before installing the tile. Grant came home one day with several cabinets that he got from a contractor who was refurbishing a house. Grant, Ryan and I painted them red to match the floor and now we each have our own set of cabinets in the garage. The highlight of the garage build for the boys and I was the installation of "the lift". Again there are many options on lifts, 2-post or 4-post, under car clearances, lift height etc. Grant and I are both tall and many lifts do not raise the cars above 5'-10". We also needed a lift that has arms close enough to the floor to go under a lowered Porsche. I thought about buying a lift from a guy that was closing his repair shop, but when I looked into how to uninstall it and move it home; the logistics of moving 3000 pounds of steel with a couple of big sons and a utility trailer didn't seem like a good idea. We ended up purchasing a lift from a New Hampshire supplier that provided installation. Sharon thinks we do Ritual Dances around the lift, but she has not caught us in the act yet. We finished the project with the mandatory signage - "Porsche Only Parking", "VW Only Parking" (Grant's car) and a huge Porsche Crest. Now that the garage is finished, I look for excuses to fix something on one of our cars or just load Pandora on the sound system and put another coat of wax on the Porsche. And the part about the boys coming home more often really was true - they dump their laundry at the front door and head to the garage.



Everyone should have a garage like this



Grant painting the garage



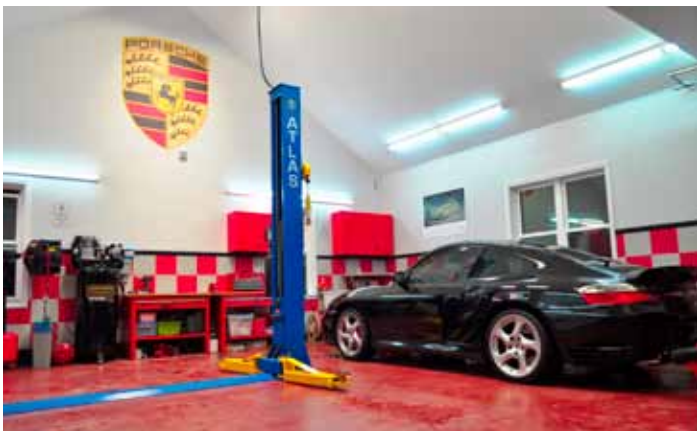
The before - pink house with no PCar parking



After - Green house with new PCar home



The PCar home and workshop



Boy is she happy in her new home



A picture is worth a thousand words



Grant painting the PCar home (oh and the VW home) What great lighting in the PCar workshop

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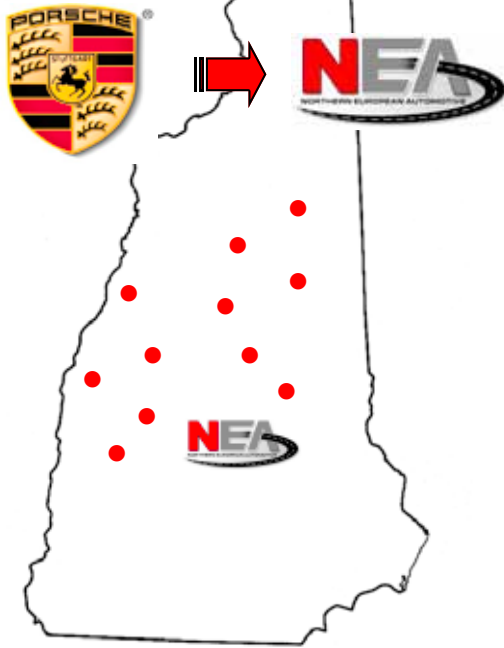


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Edgar Broadhead

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 nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	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
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Sports & Vintage Car	New Hampshire	(603)675-2623
Dupont's Service Center	New Hampshire	(603)742-8627
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AVA Restoration	New Hampshire	(603)563-8910
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The Metric Wrench	Vermont	(802)751-8577
Heads Up Motorsports Inc.	Vermont	(802)886-2636
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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.

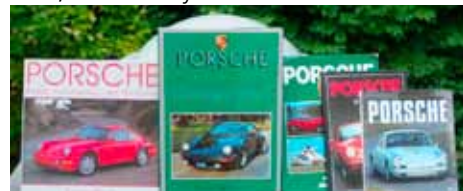


Akira Mochimaru, Natick, MA am904gts@gmail.com

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

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



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

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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.



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:

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 Contocook/Hopkinton, NH frank.sanford@us.army.mil

2004 Harley Davidson Road King Custom FLHRSI - 32K+ miles, excellent condition, always serviced at dealer with 30K service just being done this spring. New tires last season, highway bars and pegs, saddle bags, syn. oil always used every 3K and before winter storage. Excellent example of a completely STOCK Road King that has never been abused or damaged

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THIS TRAILER HAS LONG BEEN KNOW AS THE "911" TRAILER. IT IS VERY LIGHTWEIGHT (ALL BOLTED TOGETHER) AND HAS A USABLE DECK WIDTH OF 75", OVERALL WIDTH OF 99 3/4" AND OVERALL LENGTH OF 19' 5". THE 7541 MAY FIT IN YOUR GARAGE. TRAILER IS STANDARD WITH OPEN CENTER THAT CAN BE USED AS A (FREE LIFT), FULL ALUMINUM FLOOR OPTIONAL. AS ALWAYS MAKE SURE YOUR CAR WILL FIT ON THIS TRAILER! 2" BALL COUPLER.

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Inside Back Cover EPE

Outside Back Cover Mallard Insurance

BTW



For those who did not recognize that face it is NCR's Historian Judy Hendrickson.

Northlander advertising rates:

Back Cover ½ page - Color	\$96.00/mo.	\$ 1152/yr.
Inside front cover: Permanent (non-rotating)	\$125.00/mo.	\$ 1500/yr.
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This option will allow the use of ½ 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.		
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Served with a New Hampshire Apple Gastrique

Potato Crusted Salmon Filet

Served with a Vermouth Leek Cream Sauce

Wild Mushroom Sacchetti

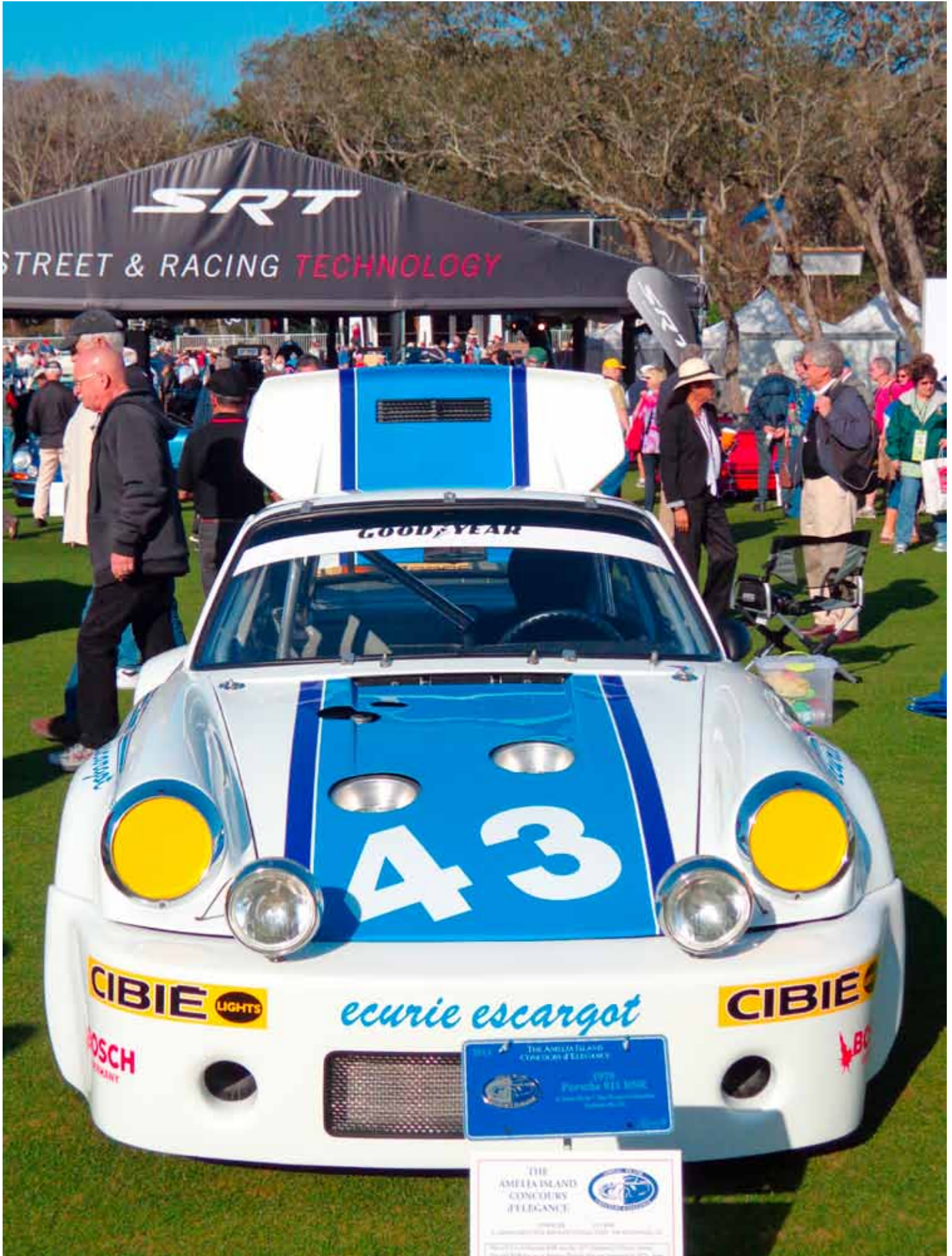
Beggars Purses filled with Wild Mushrooms & Italian Cheeses paired with Sautéed Zucchini
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Served with a Toffee Crumble

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NORTHLANDER

Volume 36 Number 10 October 2013

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