

NORTHLANDER

**NORTH COUNTRY REGION
PORSCHE CLUB OF AMERICA**

Volume 41

Number 2

March

2018



IN THIS ISSUE:

NCR 2018 AUTOCROSS POOL PARTY
NCR 2018 YANKEE SWAP
NCR TECH SESSION ... PAGID BRAKE PADS
HANK'S WEBER FIND

AND ... MUCH MORE



LUFTGKÜHLT 5 IS COMING APRIL 22

LUFTGKÜHLT 5 is not advertised. It is word of mouth from enthusiast to enthusiast and a note in a few Porsche journals and blogs.

The 2017 event was held in Long Beach and we would expect the 2018 location to be somewhere close to that location. As soon as we know we will let you know.

Northlander was there in 2017 and plans to be there again in 2018.

For a preview see the article in Northlander June 2017 and check out the many on-line videos.

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NORTHLANDER
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PORSCHE CLUB OF AMERICA

Volume 41 Number 2
 March 2018

Editor

David Churcher
 northlander@ncr-pca.org

Proof Reader

Nancy Broadhead
 northlander@ncr-pca.org

Advertising

Hank Cowles
 advertising@ncr-pca.org

Website

www.ncr-pca.org

Upcoming Events

- March 3 Ground School
- March 13 NCR Board Meeting
- See provisional 2018 calendar on the NCR web site

Departments

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Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 42 for advertising rates.

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On the Cover

A story with history and mystery. Hank Cowles's Weber find and their restoration to as new state by Paul Abbott of Performance Oriented.

[See page 24 \(interactive link\)](#)

Photograph by David Churcher.



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above photos are interactive links

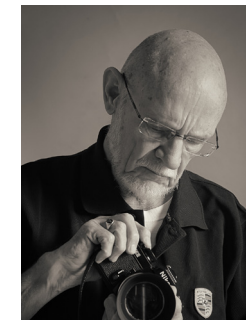


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Vice President	Bill Hutchens	(C) (239) 348 5768	vice-president@ncr-pca.org
Secretary	Dave Doran	(603) 340 6141	secretary@ncr-pca.org
Treasurer	Tracy Hutchens	(C) (603) 340 6141	treasurer@ncr-pca.org
Past President	Matt Romanowski	(H) (603) 674 3250	past-president@ncr-pca.org
Membership Chair	Kristin Allen	(C) (603) 502 5435	membership@ncr-pca.org
Newsletter Editor	David Churcher	(C) (603) 799 4688	northlander@ncr-pca.org
Safety	Mark Nadler	(O) (603) 382 3599	safety@ncr-pca.org
COMMITTEES			
Advertising Chair	Hank Cowles	(H) (603) 343 7575	advertising@ncr-pca.org
Autocross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Autocross Co-Chair	Ollie Lucier	(603) 305 4045	autocross@ncr-pca.org
Car Control Clinic	Dave Logan	(C) (781) 367 3592	ccc@ncr-pca.org
Charity	Ivy Cowles	(C) (603) 767 6461	charity@ncr-pca.org
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Social	Bill Meyer	(928) 308 1435	social@ncr-pca.org
Technical	Jay Gratton	(603) 440 9804	tech@ncr-pca.org

EDITORS' DESK



Gentlemen of a certain age spend a good amount of their time, and money, seeking out the toys and tools they admired as young men. My friend Hank and I fit this description. We can often be found sipping a fine red and discussing Porsches, cameras, stereo gear, etc. from the 1960s.

A few years back Hank had found a pair of three barrel Weber carburetors for sale and bought them. Sometime later Hank had them restored to their original "as new" state by Paul Abbott ... what came back from Paul's shop can be described as art or gems. Beautiful. They came with some pedigree too and that is part of the story Hank tells on page 24.

Paul also passed Hank a set of photographs he took of the finished restoration and we have them as part of the article. Being someone who can resist anything other than temptation, I just had to have a go at photographing these gems myself. Not that there is anything wrong with Paul's shots but I did think I might bag a useful shot if I used my Nikon which has many more pixels than the camera Paul had used. And I thought too I would have some fun by using my 1960s Hasselblad and shoot ... with film!

So on a mid-February day I made a table top set up, put a Miles Davis CD in the player ... and relived a bit of the 1960s. There is a feel, a quality, to those 1960s icons like Webers and Hasselblads.

Changing the subject: Le Mans is coming round again. Keeping an eye on the entry list is exciting and keeping an eye on the rules is frustrating. Toyota will be underdog and favorite and they have Alonso in the number 8 car. The Toyota has lost some of its top speed due to new rules and will be threatened by eight other cars in LMP1. Porsche will be there with the 911 RSR ... three in LMGT Pro and six in LMGT Am. Will I be there again? As I write I have not decided but I have several reasons other than just the race to go to Europe. Let's get winter behind us first and see if enthusiasm can be generated.

Daytona is behind us. We have a report and some great photos from Presse Porsche in this issue. The next big event here in USA is Sebring and this year the program is two races. Will I go again? Thinking about it.

And another great race where Porsche did well is Bathurst. That is Down Under. I have never been but everyone I know who has been raves about it. The track is called Mount Panorama and if you look at the photos in this issue from Presse Porsche you can see why. To be a driver coming down the hill at 250 kph and having that view to look at ... fantastic. I must put it on my bucket list ... not to drive ... to take photographs.

Spring is a long time coming. Come on spring. NH is ready. DE Season Opener is April 22 and so is Luftgekühlt. The choices we have to make. Oh, dear.



The Hasselblad and a roll of *Ilford* film ... back to the '60s



A Christo art piece? No. Hank's Webers upon return from Paul Abbott's restoration.

MEMBERSHIP



Kristin Allen

New Members and Anniversaries

New Members:

Mike Aronson
Waterville Valley, NH – 2001 911 Carrera Cabriolet

Charles Benson
Salem, NH – 2018 911 Carrera 4S Cabriolet

Stephen Burns
Concord, NH – 2000 911 Carrera 4

Barry Dyke
Hampton, NH – 2005 Boxster S

James Hollander
Plainfield, NH – 2014 Cayenne Turbo S

March Member Anniversaries:

1 Year

Matthew Brady
Boston, MA – 2006 Cayman S

Laureen Hadley
Tuftonboro, NH – 2015 Boxster

John Jones
Kearsarge, NH – 2015 Boxster GTS

William Leahy
New Durham, NH – 2016 Cayenne

Gene Lyras
Lee, NH – 2013 911 Carrera S

Neil Robinson
Londonderry, NH – 2015 911 Carrera 4S

Jeff Sercel
Meredith, NH – 2016 Cayman GT4

Kenneth Taylor
Nashua, NH – 2015 911 Carrera 4

Bill Truslow
Portsmouth, NH – 2006 Cayman S

2 Year

Tristan Gilson
Grantham, NH – 2013 911 Carrera

Gerd Krahn
Vergennes, VT – 2015 Cayman

5 Year

Lawrence Carter
Gray, ME – 1987 944

William Coffill
Northwood, NH – 1978 911 SC

Peter Klevitch
Somersworth, NH – 1982 911 SC

Cameron Martineau
Hampstead, NH – 1986 944 Turbo

Membership continued on page 8...



10 Year

Patrice Dumas
Trois-Rivieres, QC – 2013 911 Carrera 4S Cabriolet

Bruce Stocker
Barrington, NH – 2003 Boxster S

15 Year

Thomas Breen
Tyngsboro, MA – 1987 944

20 Year

Charles Christ
Milford, NH – 1998 911 Carrera

Eugene Kievit
Manchester, NH – 1983 911 SC

Brian Robinson
Merrimack, NH – 1989 944 S2

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

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PRESIDENT



Jeff Torrey - Just around the corner...

I am always happy to welcome spring and grateful to have survived another winter season. It may not look like much is going on right now, but we are working hard. Final preparations are being made for the upcoming driving season. Registration has opened for the NCR Driver's Education, and Rally Programs. As soon as we get a confirmation from Devens, registration will open for the AX program. Please sign up early to take advantage of some new incentives being offered to new DE participants. Details are outlined on the NCR website. See also pages 10 and 23 in this issue of *Northlander*.

If you are interested in some of the Tours being offered by the Rally Program, I urge you to sign up early. The events have become very popular and do fill up fast. Waiting to see a weather forecast before you register will not work. Most likely you will be put on a waiting list, and people rarely cancel on a nice day.

For 2018 NCR will be celebrating its 40th anniversary. Many thanks go out to past Presidents, officers and staff. Folks that have helped make NCR what it is today. To keep the club functioning and moving forward is no small task. Those efforts need to be acknowledged and are greatly appreciated.

Looking forward to getting this driving season under way, and I hope to see you soon.

Regards,

Jeff Torrey

2018 President NCR-PCA



DE

DRIVER'S EDUCATION

Learn new driving skills

Learn about your car

See our "Free Stuff" ad in this issue

DE-Chair@ncr-pca.org

Our season opener is Friday April 20 - 22 at NHMS in Loudon NH. Friday is for Red, Black and White run groups only.

We expect at least two and a half hours of track time for each group.

Saturday and Sunday are open to all run groups.

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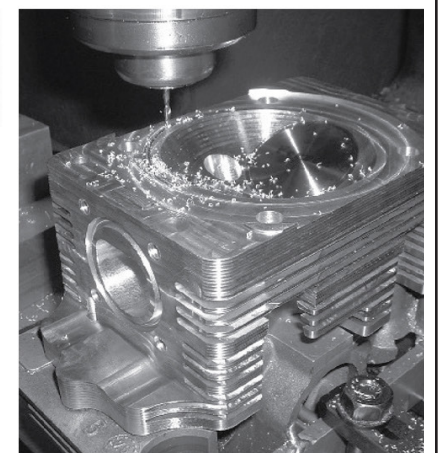
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Rally Corner

By The Rally Team

If you have not already done so, now is a good time to mark your calendar with dates for 2018 NCR Rally Events. This season promises to provide enjoyable Porsche driving over lightly traveled roads with curves galore coupled with interesting destinations to be enjoyed with NCR friends. Both three-day Get-A-Way Weekends are open for registration, with other events soon to follow.

Saratoga Springs, NY is the destination for our first Get-A-Way in mid-June. In town, you can pick from available tourist options (e.g., Saratoga Auto Museum, Harness Racing, Mineral Baths and Spa, Saratoga Performing Arts Center, and village shops), but our group drive will take us away from congestion onto low-traffic back roads curving tightly over and around rolling hills with scenic vistas. A stop at the Saratoga National Historical Park—site of the Revolutionary War Battle of Saratoga—will capture interest of history buffs. **Early booking of your hotel room is important. Now is not too soon.** See NCR web site for details.

We also have added a one-day Bonus Event to intersect The Great Race, a 9-day TSD rally running from Buffalo, NY to Halifax, NS. While enjoying lunch options beside Mt Washington, we will have an opportunity to view 120 vintage cars in the running, chat with crews, and soak up the race atmosphere. Come join us.

NCR Rally / Tour Event Calendar for 2018

Rally Event #	Date(s)	Description	Status
1	May 12	Hildene and Manchester, VT Tour w/ overnight option. Enjoy Hildene (estate of Robert Todd Lincoln); village shops; Skyline Drive; Orvis Flagship Store, etc.	Planning
2	June 15-17	Spring Get-A-Way to Saratoga Springs, NY Driving tour w/ stop at Saratoga Nat. Historic Park; group lunch and dinner.	Registration Open
Bonus	June 26	The Great Race Intersect Short driving tour ending at Mt Washington Auto Road to view vintage Great Race Cars and meet crews. Lunch at local venues. http://www.greatrace.com/	Planning
3	July 14	TBD	TBD
4	Aug 18	TBD	TBD
5	September 15-17	Fall Get-A-Way Return to Lake Placid, NY Driving Tour w/ group lunch and dinner. Options: Lake Placid cruise; Adirondack Museum; Olympic facilities.	Registration Open
6	Oct 14	TBD	TBD



Great Race 2014. Photo by Eric Wickfield.



Great Race 2014. Photo by Eric Wickfield.

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NCR AUTOCROSS 2018

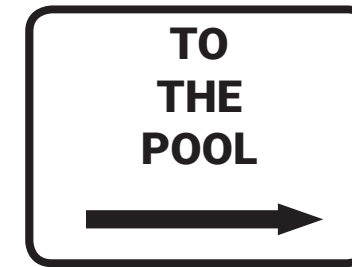
POOL PARTY

Text by Nigel Fenwick, Photographs by Nigel Fenwick & Oliver Lucier



2018 AUTOCROSS POOL PARTY – JAN 27 2018

Who has a pool party in January in New England? Autocrossers do!



To break the winter blues, NCR autocrossers get together in January at the Billiards Café in Ayer, MA – OK, so it's not your typical swimming pool venue – to celebrate the past season and to pine collectively about how long it is until the start of the next season.

Despite there being only six NCR events in the season, many members also compete in the NER events also held in Ayer six times over the season, which means Autocross becomes like an extended family, so it's great to see each other again.

As usual, there was an excellent buffet laid out for this year's party, with some fun Porsche Crested Cup Cakes for dessert (see photos).

After we'd eaten, Joe and Ollie presented the awards for the 2017 season. Special congratulations to Chris Lindquist for winning the "John MacDonald Most Improved Driver" award, to Ernie Grasso for winning the "Worker of the Year" award, and to Ed Moschella for winning the "2017 Driver of the Year" award. And congratulations to all our 2017 class winners (see table).

To make things a little more fun and competitive for the 2018 season, Joe and Ollie announced the following changes:

1. We are replacing the Strict Stock and Production classes with one set of nine Street Tire classes. The modifications allowed in the "NCR Street" classes are based on the PCA Parade Production category allowances (and very similar to the "Free Modifications" allowed in NER Street Tire classes).
2. We are introducing a new "Porsche Champions" class. This class will include all class champions from the prior season. Previous season champions also have the option of competing in the Porsche Champions class. Like all NCR classes, scoring will use PAX handicaps to level the playing field. We are excited to see how it works.

Newbies: If you have never driven your car as fast as you can around traffic cones on an airfield, why not come along to our first event in April? We'll not only make you feel welcome, we'll also help you learn the sport. No previous experience required. See <http://b.nigel.im/2018NCR1>

The 2017 NCR Autocross Awards

Class Champions

Porsche Strict Stock 1	Nigel Fenwick
Porsche Strict Stock 2	Oliver Lucier
Porsche Strict Stock 3	Daniel Quaroni
Porsche Strict Stock 4	Ed Moschella
Porsche Production 1	Nick Durham
Porsche Production 2	Jeremy Mazzariello

continued on page 16...

Porsche Race Tire
Non-Porsche Race
Non-Porsche Street

Akira Mochimaru
Rob MacAlpine
Steve Twaddle

Special Awards

John MacDonald Most Improved Driver Chris Lindquist
Worker of the Year Ernie Grasso
Driver of the Year Ed Moschella

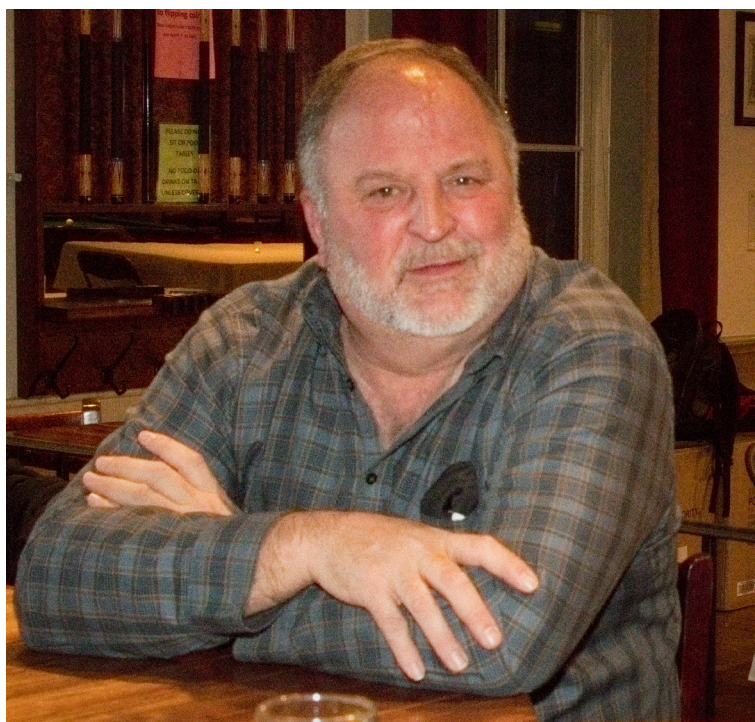
Special thanks to our regular autocross staff for making 2017 a great season:

Co-Chair, Administrator	Joe Kraetsch
Co-chair, Chief Instructor	Ollie Lucier
Registrar, Timing Captain	Jeremy Mazzeriello
Novice Captain	Ed Moschella
Timing, Equipment, Lunch, Organization, etc.	Lisa Roche
Sound Captain	Akira Mochimaru
Course Design	Scruffy Lefebvre
Course Design	Chris Darminio
Course Design, Timing, etc.	Justin Chen
Onsite Check-in, waivers	Nigel Fenwick
Onsite Check-in, waivers	Sue Fenwick
Grid Captain	Athena DeGangi



Photographs above and page 16 by Nigel Fenwick

Photographs below by Oliver Lucier



NCR YANKEE SWAP 2018

By Bill Myer ... photographs by David Churcher



On Saturday, February 10, after a last-minute change of venue due to an illness in the restaurant owner's family, the 2018 Yankee Swap convened at Paddy's American Grill at Pease. Food and drink were outstanding. David Churcher and Jeff Torrey found a new brew which they enjoyed - Jeff was to stop by the brewery on the way home!

Presents were exchanged, Bob Futterer taking one away from his wife, as I took one from Penny. Afterward, the afternoon degenerated into a gab session, running to lions and tigers and bears. OK, no tiger stories, but everyone seemed to have a story of an encounter with a bear and/or lion.



A shameless plug for the beer and the lunch.

BadLab Brewery is in Somersworth NH and worth a visit.

www.badlabbeer.com



NCR TECH SESSION FEBRUARY 17 PAGID BRAKE PADS

By Jay Gratton, Tech Chair

With my coffee in hand and some classic rock on the radio, I rolled into Matt Romanowski's driveway in Bedford and before I could beep the horn, Matt was sliding into my passenger seat. Our ride over to the seacoast area was filled with conversations about our kids, families, our upcoming trips and of course.....cars! Matt and I were on our way to Porsche of Stratham for North Country Region's second tech session of the year. Ian Berwick, Motorsports Manager from PAGID Racing had flown in from Colorado to give his presentation on braking and answer all of our questions regarding our street, track and dedicated race prepared cars.

Ian has spent 30 years in the international auto racing scene ranging from race mechanic, crew chief and driving instructor at Skip Barber to Motorsports Manager at Pirelli, to Brake Engineer with Alcon Components and PAGID Racing to Vehicle Dynamics Engineer at iRacing.com. With a broad spectrum of experience, and team and driver interactions from the club to the professional level, in SCCA, IMSA, Ferrari Challenge, Champ Car, Indycar, Grand AM, and more, Ian has an expansive base of knowledge to draw from. Needless to say, it was a pleasure to have him presenting.

Ian covered a wide range of topics in his extremely detailed PowerPoint. He spent a great deal of time discussing basic braking system mechanics. In addition to brake fluid basics and differences, brake discs, pad selection and ABS. The 24 people in attendance were a mix from Downeast Region, Northeast Region, North Country Region, Green Mountain Region and staff members from Porsche of Stratham.

A special thank you to Bill Blum, Assistant Service Manager at Porsche of Stratham for opening up their facility to us and providing us with various baked goods and coffee.

Drive safely! - Jay



Not Just Another Woman Driver ...

By Pam Mascetta



If you have been to almost any NCR event, you have probably seen this smiling face. Perhaps it was at a car show, or autocross, or DE, or at a banquet or rally. Meet Lisa Roche and her favorite car.

Lisa began her Porsche odyssey doing car shows with her ex-husband and his 914. When he refused to autocross his car, she bought her own '89 944. Starting out, she claims they were the slowest on the course, but she couldn't get the smile off her face. Now, 20 years later, still loving it, Lisa and her partner Joe have fun battling for the fastest run times. She has won many Autocross Class Champion awards, including multiple National Porsche Parade events, Zone 1 Autocross events and a LFT (ladies fastest time overall) award at the 2009 Zone 1.

Lisa's autocross experience shaped her excellent driving skills on the track. She drives in the Black (Advanced) Driving Group for DE events and especially loves to drive in the rain. With the rain being a great equalizer, Lisa has been known to pass much faster cars with her smooth car control skills. You go, girl!

As members of the Autocross Committee, Lisa and Joe attend and work at virtually all of the NCR autocross events. You will find them at every NCR DE event as well. As On-Site Registrars, they are usually the first ones there to sign us all in and make sure we have our wrist bands. Lisa has also served on the NCR Board as Membership Chair and for several years as Club Treasurer. In 2007, Lisa was presented with the Doug Hendrickson Enthusiast of the Year Award (NCR's highest honor). She is a shining example of club members stepping forward to contribute their time and talents to NCR, which is an all-volunteer organization. As a CPA, Lisa's clients are pretty surprised to find out what she does on the weekends!

Lisa encourages other women to get involved. You need not be interested in competitive driving. Whether it involves coffee runs or ice cream runs, runs around the cones or around the track, there are so many ways to enjoy your Porsche and participate in club activities. It's about having fun with friends, old and new.

PS: Lisa, your non-driving friends may think you are crazy for wanting new shocks or car parts for Christmas, but we don't! We love you and thank you.

North Country 2018 Driver's Education Promotions

We've put together a few promotions for the 2018 season. Registration opens at <http://ncr-pca.motorsportsreg.com> on March 1st.

First Timers

Did you see Jeff Torrey's "Spring is a Long Time Coming" article in the November-December **Northlander**? He was a first timer last fall and for those of you that are considering driving your Porsche on the track, Jeff's words might have a ring of familiarity to them.

This spring the Driver's Education Team at NCR is looking for a few more First Timers. If you have never attended one of our Driver's Education events we are discounting your event fee by 50 percent when you register for your first event.

Come on out and see if you enjoy it as much as Jeff did.

Are you feeling lucky?

We are adding an incentive for those of you that use these cold, dark days of winter to plan where you will spend the bright, light days of spring, summer and fall. Anyone that registers for our Spring Opener on March 1st will be entered into a drawing to be held at the drivers meeting at NHMS on April 21st. One driver's name will be drawn from a helmet. That individual will attend the event free.

Let's repeat that. Register for our Spring Opener on March 1st, attend the drivers meeting, have your name drawn from the helmet, you attend the event for free!

All In

Every one that registers for and attends all the days of our events in 2018 will receive a 10 percent discount. As the schedule below shows, that's a free day at the track in 2018.

North Country Region Driver's Education 2018 Events

Season Opener – April 20 to April 22

Lime Rock Park Fun Days – June 25 and 26

Club Motorsports – September 7 to 9

Spring is a Long Time Coming – October 6 and 7

Stay tuned

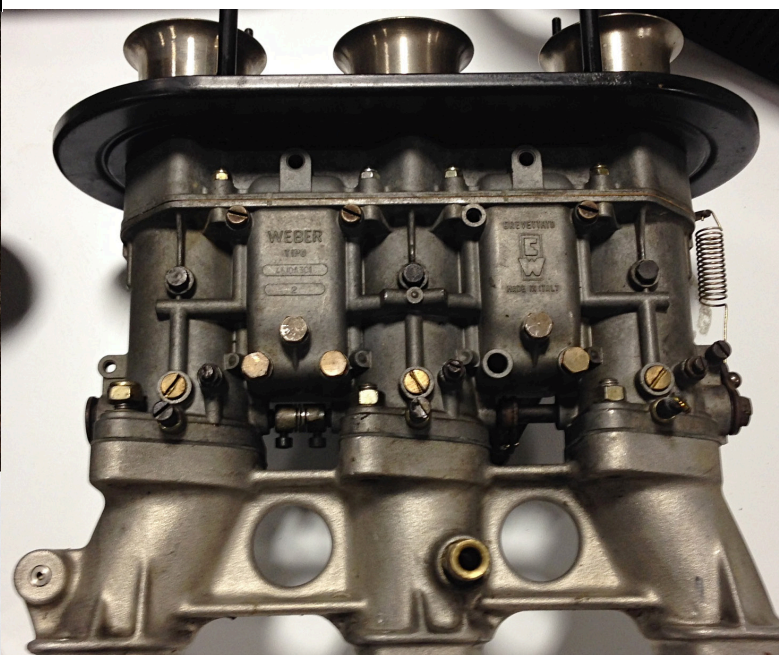
Whether you are a first timer, feeling lucky or all in, mark your calendars for March 1st @ motorsportsreg.com.

Look for additional promotions at each of our events in 2018 (we hear that there may even be a free lunch in the offering).

The DE Team



Photo: David Churcher



The Webers as they arrived at Hank's office.

Photo: Hank Cowles



The Webers as they arrived at Paul's shop with Hank's initial cleaning attempt.

Photo: Paul Abbott

"Stubby" and the 46 gems

By Hank Cowles

This is a story about a set of Weber carburetors even though the first photo here is a photo of "Stubby".

John Audette, the gentleman who built "Stubby", had acquired a pair of Recaro racing seats. Not just any old seats but a matched pair of NOS driver and navigator rallye seats. And that acquisition started a quest to build an authentic non-werkes rallye car exactly to the specifications in Porsche's 1968 publication **Information Regarding Porsche Vehicles Used for Sports Purposes**.

John began collecting the necessary parts always first with an eye to new old stock such as: 7R Fuchs, Heuer Monte Carlo rallye timing set, Fuchs 911R 7" wheels, and an extensive list of other bits and pieces needed to complete assembly of an authentic rallye build. Then John found the perfect car for his project ... a 1967 matching numbers 911 in Bahama Yellow. The building of "Stubby" began.

When the build was completed John enjoyed driving and showing "Stubby" ... won first in class at the 2009 Carmel Concours on the Avenue and was featured in a PCA Member Spotlight clip with Manny Alban.

Although I never quite understood why it carried the moniker "Stubby". I purchased her in late 2010 and began making some "improvements" ... for example adding a period correct Webasto gas heater. I began a search for a pair of 46mm Webers to replace the PMOs currently on the engine. "Stubby" was purchased with 40mm PMOs. PMOs did not exist

prior to 1997, so Webers were the only "authentic" upgrade/replacement. To be really correct we needed correct Porsche manifolds and they are quite rare. So realistically this could have been a fool's errand from the start.

We showed, and won our class with "Stubby" at the Zone 1 Concours in 2011. We travelled to the Savannah Parade where we showed and placed third in class. Later that year I found a pair of Webers, negotiated what I considered to be a fair price, and arranged for shipment to my office.

Life's course is oft altered, and ours changed direction in 2012 when we began spending more time in Florida. "Stubby" was driven less, and as the air-cooled market was near peak in 2015, she was sent to her new home on the West Coast without the Webers.

The Webers had never been installed. In fact the box had never been opened. It had remained stuffed in a corner of my office and only opened for purposes of identification in preparation for sale of our office building. I took a minute for closer examination, cleaned them a bit and could make out what appeared to be a stamped number 2. The number piqued my curiosity. Subsequently I spent some time researching on the web and posted an inquiry on the Early911sregistry.org website.

The Early 911s registry is a remarkable resource of information for all things Porsche with a primary focus on early air cooled 911s 1964 through 1973. The reaction to the post was prompt and encouraging. My pair of Weber 46IDA3C carburetors were the second production pair of triple throat 46IDA3C made by Weber for Porsche, and was likely used in development of the 904-6, or 906, or possibly the 911R. They were a rare find, and worthy of full restoration. So I turned to Paul Abbott of Performance Oriented. Paul is considered the foremost authority on Weber Carburetors.

Interesting. History and mystery. When were they used? On what? Raced? Just tested? Could they have been installed on a winning car? How come they stayed together for 50 years? Were this pair the second pair of 46IDA3C made? Did Weber cast and install without serial numbers? Ever? Could the Werks cars have run without serial numbers and these were just "for sale"? How many cars were installed with matched pairs? No more than a handful, I'd bet.

Just lots of questions with few if any answers to be had because no records appear to exist.

To find out just what could be found out I started a correspondence with Paul Abbot and later with Ed Mayo (PCA Technical Committee, 911 1965 - 1973) ... the following pieces of text are pulled from the email chain and reflect the most salient pieces from a lot of correspondence. It reads like an adventure and it has been. Clearly these Webers have an interesting past and a pedigree too. We just do not know the details.

continued on page 26 ...

To Paul Abbott, Aug 2016:

Bought these about 5 years ago and never took them out of the box they shipped in. Cleaned them a bit today, then started doing a little research without paying much attention to the stampings. After reading your site and another Pelican link on dating Webers, I was sure that they had to be Carters ... based solely on what I had paid.

I went and looked again, and was pleasantly shocked to see the **Made in Italy** stamping and the serial number '2'. Many thanks for checking in –

Hank

From Paul Abbott:

Aug 2016

Glad to look at your Webers & offer comments. I am also glad you want to let these go to a "proper home" which would DEFINITELY be 906 in heritage; 904/6 most likely. I have more thoughts about serial numbers of the 46IDA3C Webers but this is moot since yours are clearly the second set of the first ones made.

Paul

....

Lucky guy to have those! I posted a few more observations after seeing your additional pictures. Cheers,

Paul Abbott

....

Of course, my restoration would return them in period correct finishes unlike how they are currently finished.

As points of reference, I serviced two sets of 46s from two 911Rs; serial numbers for those bodies were: 5, 10, 43 & 46. It is unknown if these were original to the cars. I also serviced the Webers on the "Monza" 911R but those were definitely wrong and were never used on any factory or privateer race car application.

I assume there were 100 sets of 46 Webers made in the first batch & distributed to those early Porsche factory cars. That being said, the #5 & #10 carbs (above) were utilized in late 1967 or early 1968 if they were in fact original to those 911Rs but this is not known. It does not correspond to my statement that yours were 904/6 originally...that is the trouble with keeping records, they tend to remind you of the truth.

My assumption regarding batch Qty is based upon pragmatic sensibility; Porsche planned on 60 906 cars & ordered spares for factory & privateer usage which makes a buy quantity of 100 seem plausible.

Another thought is that since I have not serviced carbs from a 906, it could be that those had different part numbers than for 911s. The mid-engined 914/6 uses Webers like on the 911 but are configured a little differently for mid-engine application and their part numbers reflect that. So, that being said, your Webers may in fact be for 911R application!

I know that the Monza car had the wrong Webers when they were sent to me so perhaps you would want to talk to the shop that maintains that car. I mentioned to the shop owner (Tony Callas) that those Webers were wrong so giving him a ring could be fruitful.

....

Following the above exchange of emails the Webers were shipped to Paul in California.

From Paul Abbott:

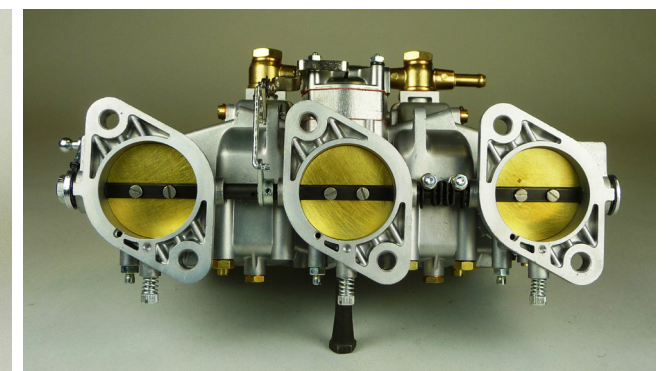
Hi Hank,
Webers are safely here.

A few observations:

- These are the REAL DEAL!
- They were serviced by Eurometrix in 1994; I saw the dates etched into the float bowls but I cannot tell for sure until I get the shafts out. Not really important, just confirms my supposition.
- The tall auxiliary venturis on one set have been cut short, probably they melted in a carburetor fire & melted their ends. I have OEM replacements.
- Accelerator pump linkages are of a later type as opined previously; AND they are not of the same type! I have OEM replacements.
- Top covers for the accelerator pumps are a later version as mentioned before. I have OEM replacements.
- Air cleaners, manifolds and linkage are all PMO and I would separate them from the Webers since they are probably of no interest to the end user.
- I received only one drop link. I looked through packaging to see if it was hiding but to no avail. Have a look there. You can see the one drop link in the photo; it is between the rain shields and the throttle cross bar.
- There are some air screens missing that install on the top of the carbs, between the air horns. I make reproductions of these that are very nearly exact to the OEM ones.

We can discuss the effort to get these restored when I can get to them in earnest. There is the possibility the throttle shaft bushings are good as they are which would allow me to minimize the cost of much of the machine work. We can explore this later on.

Cheers,
Paul Abbott



Photos: Paul Abbott

continued on page 28 ...



Photos: Paul Abbott

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Paul Abbott
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And, a reply from Ed Mayo, April 2017:

I know of no sources that will address what you're trying to find. Realize that no one cared then what number part went on what car. Things happened fast in the race department, they were just trying to make the next race and make more horsepower.

I doubt there are even factory records (at least anymore) that record what carb number went on what engine. We do know however that the 904-6 and the 906 race cars came before the 911 R, so I would think it safe to assume a #2 set of Weber carburetors would have been on a 904 or 906 first. But now let's say that as M.F.I. was phased in on the 906 cars that a set of old (#2) Weber carbs was laying around on the bench in the race shop. It's possible that they then found their way onto one of the prototype 911R's being developed by this time.

Conjecture, yes. Plausible, yes!

Even if one had the build sheet for all the 911R cars built I don't believe carburetor numbers were part of the recorded numbers.

Contact Ivy : Ivy@ThunksReviews.com



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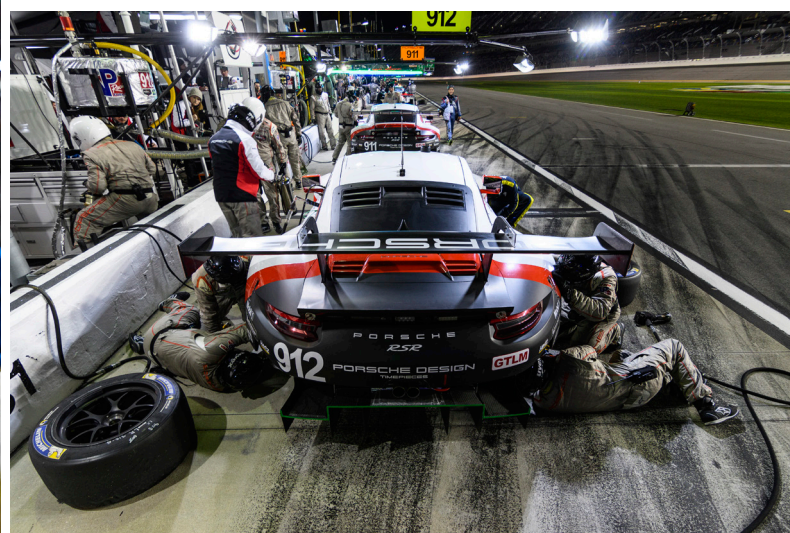
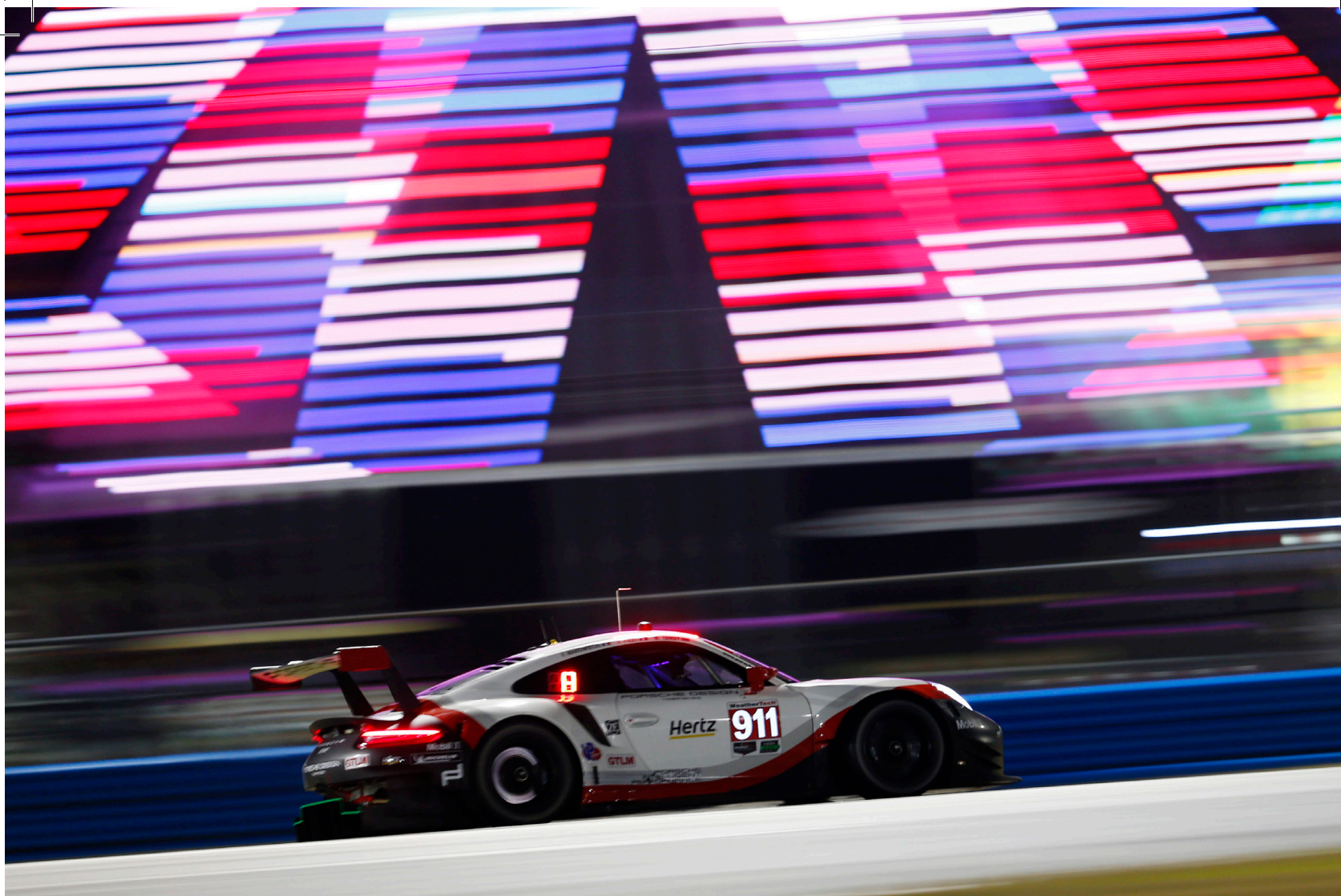
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IMSA WeatherTech SportsCar Championship, round 1, 24 Hours of Daytona, USA

Best 911 RSR sixth at anniversary race in Florida

Text and photographs by Presse Porsche

Fifty years after Porsche's first overall victory at the 24 Hours of Daytona, the Porsche GT Team fielded two 911 RSR this weekend at the long distance classic in Florida. The 510 hp racer with the starting number 912, driven by two-time overall Le Mans winner Earl Bamber (New Zealand), Laurens Vanthoor (Belgium) and Gianmaria Bruni (Italy), finished sixth in the strongly supported GTLM class. The second 911 RSR with the starting number 911, in which Patrick Pilet (France), Nick Tandy (Great Britain) and Frédéric Makowiecki (France) led the field at one point in the first third of the race, took the flag in eighth. Two pit stops for repairs after leaving the track in the Bus Stop chicane hampered a top result.

The two 911 RSR took up the 56th edition of the season's first major sports car race on the 5.729-kilometre Daytona International Speedway from the second grid row. Facing strong opposition from BMW, Chevrolet, Ferrari and Ford, they were able to build on their good qualifying performance and maintain contact to the frontrunners on the tradition-steeped, challenging racetrack featuring two banked turns and a tight infield. After a brief downpour five hours into the race, the strategists at the pit wall made their move: unlike most of their rivals, the Porsche pilots did not switch to wet tyres but continued on slicks. Although their lap times were initially slower, they were spared from stopping twice for tyre changes. Thanks to this perfect strategy and his remarkable performance on a wet then slowly drying circuit, Patrick Pilet moved into the lead of the GT field after six hours. He only lost the front spot when he eventually came in for a scheduled driver change.

The pursuit that his teammate Nick Tandy then launched to retake the lead did not last long. After eight hours and 293 laps, the 2015 outright Le Mans winner lost control of his car in the Bus Stop chicane, slid at high speed over the still wet green strip next to the track, and impacted heavily with a stack of tyres. His 510 hp racer was so badly damaged that it had to be pushed straight into the garage for repairs after returning to the pits. The crew of mechanics immediately set to work and managed to get Tandy back on the track after 20 minutes. However, the 13 laps that he lost to the class leaders because of this incident proved impossible to regain. The dream of the 78th class win for Porsche was buried. His second impact at the same spot during the night cost more valuable time, but proved inconsequential due to the already significant gap.

The race for the #912 Porsche 911 RSR, shared by Earl Bamber, Laurens Vanthoor and Gianmaria Bruni, ran without issues. The trio made no major mistakes, however they were unable to match the pace of the frontrunners over the distance. In addition, the caution phases at this year's Daytona race were few and far between, making it impossible to close the gap to the leaders behind the safety car. Especially in the USA, the race director uses this method after incidents on the track to herd the field together and thus keep suspense high. This year, however, there were only four caution phases compared to 21 in 2017.

Round two of the IMSA SportsCar Championship is the 12-hour race in Sebring on 17 March in the US state of Florida.



911 GT3 R launches a remarkable charge at Bathurst

Text and photographs by Presse Porsche

The Porsche 911 GT3 R racers have launched an exceptional charge through the field to significantly improve their positions at the twelve-hour race in Bathurst. After the half-distance mark of the endurance classic at the legendary Mount Panorama Circuit in the Australian state of New South Wales, all four of the Weissach-built racers fielded by international Porsche customer teams are running amongst the top ten in the overall classification. The best-placed 911 GT3 R is the Craft Bamboo Racing entry from Hong Kong, in which Earl Bamber (New Zealand), the defending long distance world champion and two-time Le Mans winner, is currently running in third. His teammates are Laurens Vanthoor (Belgium), who ploughed from the 18th grid spot to third place in the first three hours of the race, as well as Kévin Estre (France). The 911 GT3 R was designed by Porsche Motorsport for worldwide GT3 series on the basis of the 911 GT3 RS production sports car.

At the opening round of the Intercontinental GT Challenge, which traditionally starts in darkness at 5:45am, the other 911 GT3 R have also advanced through the field. Manthey-Racing's 911 GT3 R, driven by Romain Dumas (France), Dirk Werner (Germany) and Frédéric Makowiecki (France), has so far made up 21 positions thanks to consistent fast lap times and a perfect pit strategy and is currently lying in fifth place. In the 911 GT3 R fielded by the Australian team Competition Motorsports, Patrick Long (USA) took the lead after four and a half hours. With Porsche Young Professional Matt Campbell and his Australian compatriots David Calvert-Jones and Alex Davison, they currently rank sixth. Driving the 911 GT3 R of the American squad Black Swan Racing, Marc Lieb (Germany), Timothy Pappas (USA), Jeroen Bleekemolen (Netherlands) and Luca Stolz (Germany) sit on eighth place. Compete for honours in the premier A class at the Bathurst 12 Hour aside from Porsche are Audi, Bentley, BMW, Lamborghini, McLaren and Mercedes-AMG.

In the B class, Grove Motorsport leads the field with the 911 GT3 Cup shared by Ben Barker (Great Britain) and the Australians Stephen and Brenton Grove. Fourth place is held by the Carrera Cup Asia team with Paul Tresidder (Australia), Chris van der Drift (New Zealand) and Andrew Tang and Chen Yi-Fan from China.

Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars: "After our big struggle in qualifying, we're now going really well in the race. All four 911 GT3 R are running in the top ten. This is a tribute to the experience of our drivers who managed to keep out of any skirmishes during the chaotic early phase. We can't quite match the pace of the fastest, but we're very reliable and so far benefiting from our fuel consumption and tyre wear. The situation remains exciting. I'm sure we'll have to wait until the last 30 minutes of the race to find out where we'll end up."

Sebastian Golz, Project Manager 911 GT3 R: "Our 911 GT3 R are experiencing no technical problems. We're making good strategic use of the safety car phases. Everything is going according to plan."

Mark Webber, Porsche ambassador: "Trying to make a prediction about this race is like reading tea leaves. The opening phase of the race was very hectic, luckily the 911 GT3 R came through unscathed. Now it's important to continue without any mistakes and stay in the lead, then anything's possible. The race outcome is anyone's guess."

Dirk Werner (911 GT3 R #911): "The start alone was pretty unusual. I've never started a race in the dark. And the fact that we practiced during the day here didn't make things easier. Luckily the first safety car phase arrived quickly and by the time the race went back to green it was starting to get light. Still, the start was a great experience. We've done a good job of making up ground. Let's see what else we can do in the second half of the race."

Earl Bamber (911 GT3 R #991): "We took up the race from far down the field, however Laurens made a cracking start off the line and worked his way up to third place. Now we're holding a steady course. If we can now to establish ourselves in the leading pack, then we'd have every chance in the final phase."

The Times They Are A Changing

By Danielle Badler

Very few things in this world are forever. Although, to me, the words of Bob Dylan come close. They resonate. They ring true. They maintain their timelessness, and their relevance.

Take “The Times They Are A Changing” and take a quick glance at the rapid-fire changes sweeping across all forms of the automobile business, from product development to racing.

A recent piece in Autoweek talked about how Porsche plans to “stabilize” deliveries, in order to “preserve the marque’s exclusivity, rather than rapidly seeking even higher production volumes.”

Porsche CEO Oliver Blume is quoted as saying “Tradition is a commitment. Without our tradition and without our core values, we would not be where we are today. We plan to uphold the standard of technical excellence set by Ferry Porsche well into the future. Intelligent dynamic mobility has a great future ahead of it. And we have the solid technological expertise, creative employees and unique team spirit to be involved. We have what it takes to ensure that the Porsche brand continues to fascinate — even in another 70 years.”

He goes on, “There will be a triad: plug-in hybrids, emotional sports cars with combustion engines, and sporty electric vehicles. There will always be demand for intelligent sporty mobility. At Porsche, the driving experience will always be at the forefront, but in a traffic jam or when you park a car, the driver might want to hand over control of the vehicle.”

What to make of this pronouncement? I hope he’s right. I really do. But I have my doubts. And it begins with use of the word “always.” The fact is, there is no “always” when it comes to products developed and marketed by people. The products, in point of fact, have NOT always been there and, by inference, there’s no guarantee that they will continue.

In his January, 2018 column in Car and Driver, Ezra Dyer looks at how Mercedes “is pondering the question of how it will stay relevant in the face of automation and electrification, forces that threaten to homogenize the automotive market.”

Dyer rides on a 41-foot Cigarette Racing SD GT3, whose power comes from two twin-turbo 1100-hp DOHC 9.0 liter V-8s from Mercury Racing ... with a “gigantic AMG logo spanning each side of the boat.”

No, there’s no AMG powerplant underfoot. But it doesn’t seem to matter. It’s a branding exercise, plain and simple.

Dyer talks to Gorden Wagener, Mercedes design head, who tells him that the hook-up makes sense for both parties. “Both Cigarette and AMG cater to rich people who like things that look cool and go fast.... Hence, AMG boats.”

It turns out Wagener challenged his design staff to imagine the near-future world and all the ways Mercedes could fit into it. Out came a book called “Sensual Purity,” filled with “not just sleek future cars, but houses, bridges, and public spaces.”

Dyer says, “It’s a preview of a world where car companies aren’t just car companies.... You’re mad Ferrari will make an SUV? Wait till it makes a toaster.”

Then I came across another piece from Autoweek, bearing the headline “IndyCar’s Challenge: Figure Out How to Attract the Next Generation of Fans.”

According to the author, “Nobody, it seems, really knows how to attract the millennials.”

IndyCar president of competition and operations Jay Frye “thinks it’s a multi-layered issue. He believes the packaging of auto racing can attract millennials through streaming and virtual technology. But as far as the competition on the race track, Frye believes the key is attracting the generation before the millennials, known as Generation X.”

The idea is to, first, connect with Generation X, in order to get them to the track. Then, the strategy is to appeal to millennials, with streaming videos and other digital platforms.

Uh, ok! Although this sounds a bit like the old Steve Martin routine on how to get a million dollars and not pay any taxes. Do you remember? First you get a million dollars ... then, when the IRS calls, you say “I forgot.” Or the Saturday Night Live routine about how inflation is your friend. “Who cares? We’ll all be millionaires!”

What to do? For inspiration, I turn back to one Robert Zimmerman, who wrote, nearly 50 years ago,

“Come mothers and fathers throughout the land
And don’t criticize what you can’t understand
Your sons and your daughters are beyond your command
Your old road is rapidly aging.”

Cheers.

BTW



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Photo by Porsche Christophorus.

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MART

For Sale: 2002 Carrera 4 (with Tiptronic) Cabriolet, silver with black top and interior, 69,500 miles. Has IMS bearing upgrade, ABS brakes (like new), Bose Surround Sound, GPS, and car cover. This "special edition" is much "younger" than its 69,500 miles because it was reconditioned, body-wise and mechanically, following a recent accident. Car looks and runs beautifully and has always been garaged. Documentation of repairs by shops are available. Asking \$22,800. Like Concours Show car – detailed by experts.



For Sale:

914 inner rocker panels R & L new in box \$125 each

914 rear stiffening kit 10 piece new \$100

set of 4 Chrome 911 alloy wheels 10x18 ET 65, 7.5x18 ET 50. \$600 Don't fit my Boxster or GT3 (will trade for early Boxster S 18" wheels in same condition)

Complete set of Pano's (I think) from 1960, some with binders. Will not break up set. Offers.

Many copies of Excellence, 356 Registry, and Christophorus available.

2003 Audi Allroad 121,000 miles. 2.7 TT, auto. needs battery, tires, air suspension work. runs, drives. A/C and Bose work. For parts or refurb. \$1000

Ed
(603) 526-6578, ednan@tds.net



For Sale: Set of 4 20" OZ Leggera HLT in Bright Race Grey. Fits 981 Cayman or Boxster- Comes with Porsche and OZ Center Caps and ships in original boxes. No Valve Stems or TPMS. Fronts: 20" x 8.5" Offset 55mm 22lbs Rears: 20" x 10." Offset 45mm Used for one summer on my 981 Cayman that i have recently sold. Excellent condition, no curb rash, dents, etc.. \$1,550.00 Contact Tom at Tder@harman.com



For Sale: FVD Brombacher Speed Yellow Gauge Face Set for 987.1 Cayman with Manual Transmission. High quality aftermarket gauge face set made in Germany. Brand New-Never installed. Sold my 987.1 prior to mounting. \$350.00 Contact Tom at Tder@harman.com

For Sale:

Miller Sidekick Mig welder ...110 volt, welds up to 1/8" steel.

Includes cart, torch, cables, gages, manual, wire and extra tips.

\$300

Ed
(603) 526-6578, ednan@tds.net

For Sale:

1984 911 Rims and Tires - \$1600

4 Tires & Rims & Center Caps. Milla Miglia Cup 1 Rims. (5x130 Bolt pattern). All excellent condition! No curb Scuffs. Slight nicks. All straight. Fronts: 205/50Z17, 89y: 1/2 worn. (17x7.5 wheel). Rears: 255/40Z17, 94y: 5/8 Worn. (17x9 wheel). Bridgestone Potenza S03 Pole Position. Price is negotiable, buyer pays shipping.

Contact: Dan
Exeter Motor Works, Exeter, NH
T: (603) 772-3183
ExeterMotorWorks@aol.com



For Sale: 18" Moda by BSS Wheel Set for 987 Cayman or Boxster. I purchased these used as part of a snow tire package. They don't have offset widths (front and Rear wheels are same). 18 x 8.5" ET54, hubcentric Good choice/value for Track or Snow Tire Set. I ran standard 18" snow tires with staggered sizes with no problem. \$400.00 Contact Tom @ Tder@harman.com



For Sale: Chrome Roll Bar - \$375

Fits '74-'88 911-930 Coupe. Bolt in. Great condition!

contact Robert: r_kivela@yahoo.com

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Please contact Dick Kruppa, 603-772-3387 or rakruppa@aol.com



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THE MART

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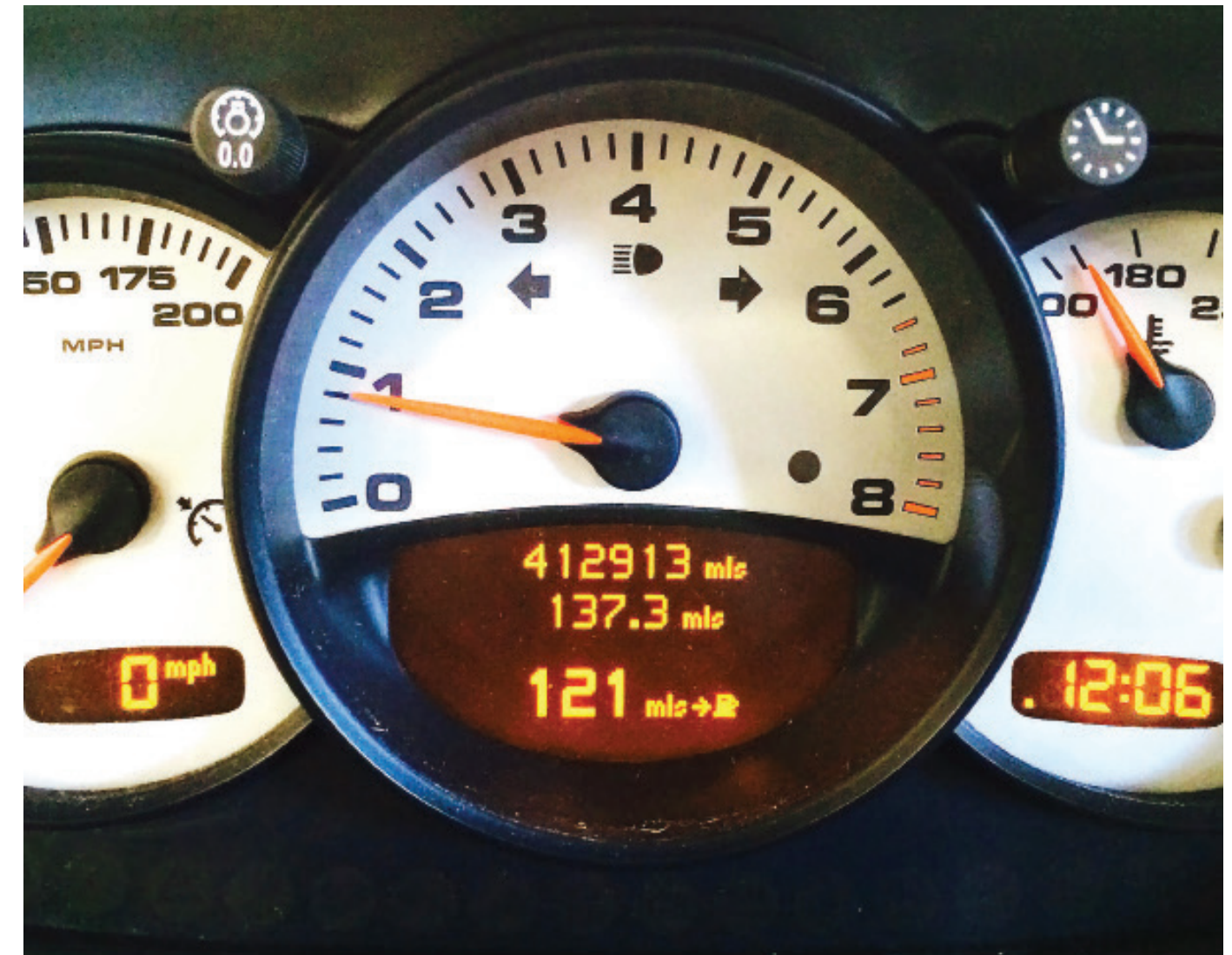
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BTW



NH was hit with a snow storm overnight on February 17. Spring is a long time coming. How did your Porsche make out?

Photo by Ivy Cowles



These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way,

Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far.

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

My staff and I would be happy to go "the extra mile" with you.



508-651-1316



Find us on Facebook - www.facebook.com/EPE-European-Performance-Engineering

165 West Central St. Natick, MA

epe.com

NEXT MONTH

The cupboard looks bare. Only events on the March calendar are The Board Meeting and Ground School. There is also a Zone meeting.

Perhaps we will have to generate material. Anybody have some ideas? Want to submit an article? Share a trip story?

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