

# NORTHLANDER

NORTH COUNTRY REGION

Volume 35 Number 10

PORSCHE CLUB OF AMERICA

October 2012



## IN THIS ISSUE:

Autocross 5 (Zone 1)

Autocross 6

Factory Five Racing Tour

A Trip Down Under

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 54

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**Volume 35      Number 10**

**PORSCHE CLUB OF AMERICA**  
**October 2012**

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## On the cover

It did not rain at the Zone 1 Autocross (#5) ... in fact the organizers arranged for a perfect day.

Charles Stromeier III provided the photographer with a nice shot as he pressed his 2010 GT3 RS down the back leg at Devens.

Photograph by David Churcher

October 2012



## BOARD

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Technical	Bob Futterer	(H) (207) 698 1104	tech@ncr-pca.org

**October & November 2012 ... AT A GLANCE**

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Time</b>	<b>Contact/Email</b>
October 7	Octoberfest Car Show	Porsche of Nashua Nashua, NH	Sunday noon-3PM	www.porschenashua.com
October 9	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org  ncrnorthlander@ncr-pca.org
October 15	Deadline for Nov Northlander			
October 15-16	NCR DE "Spring is a Long Time Coming"	NHMS, Loudon, NH	Monday-Tuesday	Mark Watson de@ncr-pca.org
October 19-21	NCR Fall Get-A-Way	Wentworth Country Inn, Jackson, NH	Friday-Sunday	Rich Willey social@ncr-pca.org
November 3-4	AIM Data Tech Session	Porsche of Stratham Stratham, NH	Saturday-Sunday	Bob Futterer tech@ncr-pca.org
November 13	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org  ncrnorthlander@ncr-pca.org
November 15	Deadline for Dec Northlander			
November 17	NCR Annual Banquet	Yard Restaurant Manchester, NH	Saturday 6-10PM	Rich Willey social@ncr-pca.org

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



## Jay Gratton **The Rolling Chicane**

The Datsun 240Z had recently come out and was selling at a rapid rate ...

I have always believed that all things happen for a reason and history has a way of repeating itself. This could not have been truer than a recent event the Gratton family experienced. First, let me back track a little to set the story. Back in 1970 my parents Jim and Deb were married and like any young married couple they longed for nice things. For obvious reasons they wanted a Porsche 911, but for understandable reasons that wasn't going to happen on two teacher salaries. The 914-6 was really nice, but again, it was too expensive. If Jim and Debbie were to have a Porsche they were going to have to settle on a 1971 914 1.7. The lack of power just wasn't going to satisfy my parents thirst for performance.

The Datsun 240Z had recently come out and was selling at a rapid rate. My parents were put on an 8 month waiting list as the 240Z was that in demand. One night while watching their little black and white TV in Kennebunk, an ad came on for a Pontiac and Datsun dealership in Sanford, ME. In the background was a 240Z on the showroom floor. My Dad immediately called the dealership and asked if the car was spoken for. The dealership informed them the car had just rolled in and the car was not spoken for. My Dad agreed to buy it without seeing it and then asked what color it was. The salesman replied it was British Racing Green with saddle interior. My parents were pleased! The 240 served my parents well for 15 years until it was parked in my grandmother's garage in 1986 as the car was starting to need some body work and with two small kids my parents needed a car with a backseat at least.

There the car sat until 2006 when Matt Romanowski and I finally decided to pull the car out and see what it needed to get back on the road. Of course we did this without my parent's knowing as it is always easier to ask for forgiveness than it is for permission. After stealing the car in Kennebunk we took it down to Judy Hendrickson's house in Nashua to put the car up on her lift to inspect what we had. While the car needed some rocker panel and quarter panel work, the overall car was in decent shape. At this point, my parents had found the note we had left in place of the car and they were on to our plan. To make a long story short, my dad and I decided that our interests laid in the Porsche brand and we just didn't see ourselves getting

into this restoration project, despite the family attachment to the car. The car was sold a few months later for \$3,614 (exactly what my dad bought it for new) to a body shop owner outside Portland, Maine.

Jump ahead to 2012, my family is still Porsche crazy and my sister is married to an all-around great guy Randy McDermott (NCR member of course). In high school Randy had a 240Z which he regards as his favorite car of all time and he has always wanted another. This past August while my sister Janet was up in Maine visiting my parents, she caught wind of a rumor of a partially restored 240Z in BRG for sale outside Portland. After some further investigation by my dad and Janet, they learned it was in fact my parent's old 240.

The owner had done all of the prep work on the body, it was now awaiting paint and he had lost interest in it. My sister did not take long to contact the owner and buy it back from him. A few weeks ago, the 240Z returned back to Kennebunk to a familiar home and owners. Needless to say, my dad, Janet, Randy and I are excited. My mom just shakes her very understanding head in amazement over how she lost her garage again. Now, if we can only get an appointment with Damon at Series 900 for the spring perhaps the 240Z will make an appearance at an upcoming NCR event.

Drive safely!





## David Churcher

And we are really very grateful to them for giving us some relief and for keeping *Northlander* alive ...

Labor Day is behind us again. It all goes so fast. I use Memorial Day (the Indy 500) and Labor Day (Lime Rock Historics) as a sort of line in the sand to denote summer beginning and ending. Summer is not quite over but there is a feeling that we now race through our autumn events and suddenly it's Thanksgiving. Between those two, or three, lines in the sand we have had and will have some special moments in NCR and in motor sport in general.

### LRP Historical Races

There was a time when old racing cars were considered junk. I have been told Ferrari actually had a ceremony of sorts to chop up the car from the previous F1 season. Today that junk would be worth a fortune but more than that it would bring joy to many enthusiasts. That era of the 1960s and 1970s was very special. The engineering, the increase in performance, the colorful drivers. We will never see it again but we can relive it a little every year at the historic racing events like Lime Rock Park has every Labor Day weekend.

I know I have written similar words for our October issue for a few years now but I must reiterate: what a wonderful weekend LRP turns out each year. Just wonderful. It gives old enthusiasts and old photographers with their old cameras a chance to relive glory days.

### Autocross Z1 and Autocross 6

NCR's Autocross is always a super event but we have just had two super plus events. This issue of *Northlander* gives a lot of coverage to the Zone 1 (NCR won it) and to Autocross 6 ... our last for the year. Just when the photographer thought he was re-repeating photographs and getting boring along came Ivy to spice things up. See the sequence of her spin in this issue.

### The Factory Five Tour

The initial idea was to have a technical article on Factory Five and the 818 and GTM products ... with a possible Porsche slant. But as communication with Factory Five developed, with the help of Ron Hirschberg, the visit for an article turned into a visit for NCR and a combination of technical and social.

What could be better than a group drive for two hours, a

tour, and lunch in the sun? Not too much. The event was well attended with about 30 NCR members and friends. Factory Five is a very enthusiastic group and they make a wonderful product. We just need something from them with a Porsche touch and it will be perfect.

### DE at LRP

And the sun was shining! Ivy has taken a bunch of photographs and some of them taken early in the morning with fog still around are really a mood invoking set of pictures. *Northlander* really needs more of our members to take photographs. We will have a story on the LRP event next month. It's a bit close to our October deadline for it now but by November we will all be looking back and that article will make good reading.

Looking forward: the Fall Rally, the Banquet. The F1 Championship. And a new *Northlander*.

As we put this issue of *Northlander* (October) to bed we are looking at our Fall Rally about a week ahead of us, looking forward to our annual Banquet, and looking forward to the results of the Formula 1 Championship.

We are now able to say *Northlander* will be going forward in good hands. Hank and Ivy Cowles have stepped up and will take over the editing, proofing, and layout starting with the January issue. This is an extremely generous gesture by "The Cheeses" and CPI. Not too many clubs are fortunate to have such enthusiastic and hardworking supporters. Tracey and I will be able to relax a little and attend to other interests which we have perhaps neglected during the recent several years. Not that we are "disappearing" ... not at all ... we will be contributors and of course maintaining our close and fun-filled relationship with The Cheeses. And we are really very grateful to them for giving us some relief and for keeping *Northlander* alive.

## MEMBERSHIP



**Janet Quintero**

### **New Members:**

Paul Armstrong  
Kim Armstrong  
Derry, NH  
– 2008 Cayman S

Erik Bergquist  
Richard Kelley  
North Swanzey, NH – 1981 911  
Transferred from Connecticut Valley Region  
– Joined PCA 6/1/99

Stephen Dumont  
Stratham, NH – 2012 911S  
Transferred from Northeast Region  
– Joined PCA 8/8/12

David Miller  
Jessica Miller  
East Greenwich, RI – 1998 Boxster  
Transferred from Northeast Region  
– Joined PCA 8/2/10

Jack Nelson  
Polly Forcier  
Hanover, NH  
- 2012 Boxster

Stephen Otway  
Meredith, NH  
– 2009 911C2S

Mark Weissman  
Framingham, MA – 2003 Boxster S  
Transferred from Northeast Region  
– Joined PCA 5/5/10

### **Member Anniversaries:**

#### **1 Year**

Jay Clark  
Heather Clark  
Brentwood, NH – 2004 911

PJ Costa  
Charles Tomaselli  
Rye Beach, NH – 2009 911

Nick Febonio  
Michael Febonio  
Hudson, NH – 1983 911SC

Arch McGowan  
Jason McGowan  
Newfield, NH – 1999 Boxster

Kim Miller  
Manchester, NH – 2010 Cayenne

William Newbold  
Helene Newbold  
Antrim, NH – 1990 911

Steve Squillante  
Glen, NH – 2008 Carrera S

#### **2 Years**

Gareth Peters  
Gretchen Peters  
Ashland, NH – 2004 Boxster S

#### **5 Years**

Scott Brunkhurst  
Emily Brunkhurst  
Canterbury, NH – 1985 944

Ronald Resnick  
Corey Resnick  
Concord, NH – 2009 911 Turbo

#### **15 Years**

Miriam Dunster  
Newmarket, NH – 1987 944

Frank Johns  
Elizabeth Johns  
Enfield, NH – 1982 911

#### **20 Years**

Richard Osofsky  
Kieu Osofsky  
Nashua, NH – 1998 911 C2S

#### **25 Years**

Harry Robinson  
Kathleen Robinson  
Barrington, NH – 1970 911

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



## Matt Romanowski **WIDE OPEN**

Also watch out for Jay and Matt's Spontaneous Dinners to start up again. Jay and I have been planning some good spots ...

Is it me or has this year been flying by? I noticed that it was getting cooler during the day and that it was getting dark early and wondered why, then I realized it was the middle of September. The driving season is starting to wind down, but there is still plenty of NCR action to get in on.

In early October, for those who still want to get out and compete in their Porsche, Northeast Region has an autocross on Saturday the 6<sup>th</sup>. Following that on Sunday the 7<sup>th</sup> Porsche of Nashua is having their annual Octoberfest Car Show that benefits the Easter Seals. They have had a very large turnout the last couple of years and have a great setup including music, food, and entertainment.

Quickly following those two events is our "Spring is a Long Time Coming" DE at NHMS on October 15 and 16. This is a great time to come out and stretch your legs at our final event and learn some high performance driving. I know I'm really looking forward to this event and will be getting the car ready very soon. We've had a great year of DE with Chief Instructor John Dunkle and his assistant Judy Hendrickson putting a heavy focus on learning and bringing in some professional coaches to help the advanced folks. No matter what your level, there is something to learn at an NCR DE.

Following the DE is the Fall Get-A-Way Weekend at Wentworth Inn in Jackson, NH on the weekend of October 20<sup>th</sup>. With driving tours, dinners, and a lot of impromptu fun, this is a great event. Xana and I really enjoyed doing last year's event in Vermont and I'm sure Rich Willey will have an even better schedule for this year. If all goes well, you'll see me, Xana and Jackson there!

November kicks off our tech season with two sessions on November 3 and 4. Following up on the very well attended (sold out!) session of last year, Roger Caddell of AiM is flying in to do sessions on data acquisition in your DE car (Porsche or not). With so many people getting on the data band wagon this year I'm sure these events will fill up fast and will be of great value to the participants. Details are still being firmed up, but watch [www.NCR-PCA.org](http://www.NCR-PCA.org) for details or contact Tech Chair Bob Futterer.

Following those tech sessions, we have our Annual Banquet on November 17<sup>th</sup> at the Yard Restaurant in Manchester, NH. Rich Wiley has put together a great choice of dinners and a program not to be missed. The banquet is a great time to come out for a social night to remember good times (and some funny ones), award season participants, and tell long tales of what happened during the year. The banquet is always one of my favorite events every year.

Also watch out for Jay and Matt's Spontaneous Dinners to start up again. Jay and I have been planning some good spots and have some great ideas to make the dinners even more fun. They are a great way to get out and see some old friends – and make some new ones – during the non-driving season. If you have ideas of places to meet, please tell us! We're always up for new, interesting places to meet.

That's everything scheduled right now. Watch for the full tech schedule and more winter events in the *Northlander* calendar and on [www.NCR-PCA.org](http://www.NCR-PCA.org). See you at an event soon!



## Mark Watson MY SPIN ON THINGS

Our final event will be on October 15 & 16 at NHMS.  
 This is going to be an event you do not want to miss ...

I just re-read my 2011 DE Column and it was filled with my driving adventures; Lime Rock, Watkins Glen and NHMS. What a difference a year can make! I am sad to say that I have done zero driving since NER's event at Mt. Tremblant; I've done a lot of flying back and forth across the country but no driving. Even today (16 Sept – sorry David and Tracey) I am not certain if I will be able to manage both days at our Lime Rock event and it is only three days away. Everything is planned and your DE Team are experts at their jobs so I know the event will be fun and safe for everyone – but for me, I miss seeing and interacting with all of you at the track. As I said last month, “this is going to be one of those years that I am going to remember for a really long time and not necessarily because I was able to get a lot of track time ....” I will however take away a renewed admiration for my DE Team and their ability and willingness to do what is needed to make the NCR DE program successful. I cannot thank them enough and I hope you take some time to thank them when you see them at the track.

Please be mindful that there is a new tech form that should be used for future events. It is a two pager so double sided printing is advised not only to save paper but to make the tech guy's job easier on Day 1.

Our final event will be on October 15 & 16 at NHMS. This is going to be an event you do not want to miss as we always (most always) have great fall weather and of course Toni is planning another pig roast. The roast last year was a BIG hit so make plans to attend the event, and the pig roast, right now. It is difficult to add folks to the dinner list at the track since decisions on the size of pig occur several days in advance of the event. Do not miss out on this event – I know I'll be there; well maybe I'll be there if we could just get the darn manufacturing site to make some good product. You can bet if I am not at the event, I'll be in Spokane, WA wishing I was sitting behind the wheel of my car (#860 if I recall) churning out laps at NHMS and having fun with all of you.

Please stay safe until I see you (hopefully) at NHMS in October. Feel free to e-mail me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with questions, comments, suggestions and please remember to that the DE Team when you see them at the track.

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

Month	Date(s)	Track	Host Region
August			
September	19 & 20	LRP	NCE
October	15 & 16	NHMS	NCE

Photographs on page 11 by Ivy Cowles at the NCR DE day at Lime Rock Park September 19 - 20 ...

Top left: Hank Cowle's new helmet.

Bottom: Damon's 911 in the early morning fog. Was the cone collected at Autocross?

Top right: as the caption says ... Joe likes to photograph pretty girls.





Joe Kraetsch took this one. His comment was: David takes pictures of pretty girls so let me get the three of you ...

I think he was trying to earn extra points from us girls and we gave lots of extra points for that comment.







## Judy Hendrickson **LOOKING BACK**

It had a 2.9-liter, 20-horsepower engine and could travel at speeds up to 45 miles per hour.

Slim pickings for October. In 1982, it was a fall issue, in 1992, it was a September/October issue from which we chose articles last month. So 2002 had to provide an article for this month. However, *Northlander* was in the throws of finding a new editor so feature articles were hard to come by. But there was an article on the fall Car Control Clinic that year and running it now might foster some interest for this now annual springtime event next year.

**From Volume XXV, Number  
10, October 2002**



**NORTH COUNTRY REGION  
CAR CONTROL CLINIC  
Tom Harris**

August 25 dawned sunny and warm, perfect weather for NCR's second Car Control Clinic. The drive up to NHIS from Salem, NH, was relaxing. I kept going over my mental checklist - yes, Woody and I seemed to have planned for every contingency. But we hadn't foreseen what happened at the entrance to NHIS. The lady at the window refused to register any CCC people until after 9am, citing the great confusion that would result if we mixed in with the large crowds showing up for the SCCA event taking place on the track next door. PANIC! Volunteers will start arriving in a few minutes, students at 8! We are scheduled

to START at 9! I looked around and couldn't find another person or car on any parking lot visible to me. WHAT crowds? After several minutes of conversation I convinced her that we are responsible people and can handle the track sign-in. She relented and agreed to give us a clipboard. Crisis averted.

Volunteers began arriving before 7am. With last year's experience under our belts, setting out the exercises went smoothly. After registration and car inspection, students received brief instruction in car safety and car control principles. The morning session started on time at 9. Twenty-six students were in attendance at the morning session and 28 in the afternoon session.

We made a number of changes to the exercises for this year's event. The slalom and vision exercises from last year were eliminated. In their place was an exercise designed to simultaneously teach the importance of vision and the proper line in a corner. This exercise consisted of an oval with cones marking turn-in and track-out points, and three apices (early, middle, and late). After becoming comfortable taking an idealized line through the corners at speed, students were instructed to early apex. The value of the proper line became immediately obvious, as they missed the track-out point by several feet. Peter Faill did an excellent job of explaining the physics of cornering to each group with his blacktop "chalk talks". The combination threshold braking/trail braking exercise was back, but with an important modification. Initially, students came to a complete stop at the end of a 90 degree trail braking turn. This was modified to trail braking in the first half of a 180 degree turn, no stop, and acceleration out of the turn. This made it a much better representation of driving on the track. My thanks to the braking exercise instructors for this important midcourse correction. The only minor problem was that space limitations prevented us from turning in both directions. Something to work on for next year. The ever popular wet skid pads were back, but were relocated to the upper lot by NHIS. The upper lot water outlet had less pressure, and our water distribution system was somewhat anemic. We

were forced to place the sprinklers perilously close to the skid pads, and we lost two to especially exuberant drivers. Anyone out there have a fire engine we could borrow for next year?

By all indications the CCC was a great success. I saw a lot of smiling faces among the students, and several novice students who also attended the following two DE days were unanimous in their belief that the CCC helped them on the track. Woody and I would like to take this opportunity to again thank all who helped to make this day possible. Thanks to instructors Abe Anderson, Jerry Austin, Ellen Beck, Chris Darminio, Peter Faill, Jim Gratton, Steve Gratton, Judy Hendrickson, Brad Marshall, Eric Nichols, Linda Petersen, Pete Petersen, John Rahill, and George Rief. Thanks to course workers Colin Blake, Loosey Blake, Ed Broadhead, Joel Harding, Bob Pickul, Andy Sanborn, and Laurie Sanborn. (A personal thank you to Andy for letting me drive his 964. Wowza, what a great suspension setup!) Events such as this are not possible without volunteers generously contributing their time and efforts. And finally, a big thank you to our sponsor Ira Porsche, of Danvers, MA.

See you on the skid pad next year!

Tom Harris Car Control Clinic Co-Chair

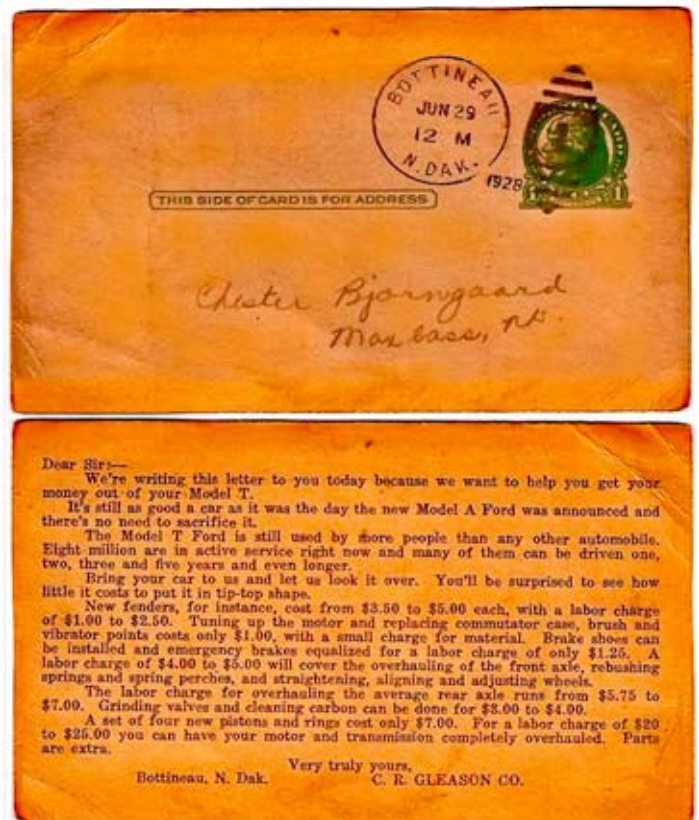
Since this is a somewhat short feature this month, I decided to add a ditty I've been saving for the right time and now seems to be the right time. Although not *Northlander* "Looking Back" per se I hope you find them as interesting as I did.



**1914 Model T Ford Station Wagon.**

May 31, 1927, the last Ford Model T rolled off the assembly line. It was the first affordable automobile, due in part to the assembly line process developed by Henry Ford. It had a 2.9-liter, 20-horsepower engine and could travel at speeds up to 45 miles per hour. It had a 10-gallon fuel tank and could run on kerosene, petrol, or ethanol, but it couldn't drive uphill if the tank was low, because there was no fuel pump; people got around this design flaw by driving up hills in reverse.

Ford believed that "the man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can give for a dollar, is bound to succeed." The Model T cost \$850 in 1909, and as efficiency in production increased, the price dropped. By 1927, you could get a Model T for \$290. "I will build a car for the great multitude," said Ford. "It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be low in price that no man making a good salary will be unable to own one - and enjoy with his family the blessing of hours of pleasure in God's great open spaces."



Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,  
Bottineau, N. Dak. C. R. GLEASON CO.

# Autocross #5 (Zone 1)

## August 25 - 26, 2012

Photographs by David Churcher  
Story by Scruffy

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### Lisa Roche ... the fastest lady in NCR and in Zone 1

#### NCR TAKES ANOTHER ZONE 1 VICTORY!

The 2012 Zone 1 Autocross Region Challenge was on the weekend of August 25 & 26, and NCR hosted the event. NCR won this event for the first time ever back in 2010 and we were ready to defend our title in 2011. The weather did not cooperate and Hurricane Irene "won" the 2011 event. This year the weather was just about perfect with plenty of sunshine both days. It is a bit of an understatement to say that our 10 member team did very well. We dominated from day one and by the time the tire dust cleared NCR emerged with 98 out of a possible 100 points. We competed in 9 classes and took 9 first place finishes and 1 second place finish, having 2 drivers in the same class. Our sister region NER was tied with Metro NY with 79 points each. NER took the second place under tie breaker rules and Metro was third.

Our own Lisa Roche took Ladies Top Time Of Day and Jack "hot shoe" Saunders walked away with a first place finish in S2. As I was walking away from the awards Jack said "Scruffy, I was the only one in my class". "Does not say that on the trophy, Jack," I replied.

Missing from the competition this year were Mark and Sigrid Schnoerr along with Gerard Mauvis. They are now on the other side of the country and were missed. We'll never know if we could have had a 10 for 10.

Team Captain was Ollie Lucier, assisted by myself, and all under the watchful eye of Joe K. Joe applied his "Minnesota approach" more than once to keep us on track. Emails and phone calls really began to fly in the weeks and days before the event and Capt'n Ollie finalized the team just hours after registration closed. We knew who was coming and we knew what we had to do.


Our Zone 1 team did much more than compete that weekend; the team also hosted the event with all members doing whatever it took to get the job done. The result was nothing less than professional and both days finished with hardly a glitch. I arrived at 5:45am on Saturday to set the course for Day 1. I was about half way around the course when Chris Darminio arrived and we finished course setup with plenty of time to spare. We also had a large scale course map posted next to the time postings. The course for Day 2 was set by Rich Wayne from Metro NY. Both days were fun and challenging for all.





Showroom Stock 1 team driver was Mark Dudek in a 1994 968 co driven by NER member Adam Blauer (thanks Adam). It was also Mark's first time driving this car. In the days before the event Ollie and I saw a 1999 Boxster move into the class. A superior car and driven by a seasoned driver. Mark had his work





cut out for him but we were confident he could handle it. His first run saw him just .65 behind the leader, 2nd run he closed the gap to .02 behind. By the end of the first day Mark had the lead by .7 seconds. Day 2 came and Mark was now one with the car. Mark finished the event with a spanking of 2.6 seconds ahead of second place. 10 points for NCR.

 Showroom Stock 3 was defended by Andrew Kessel in his 2006 Cayman S. We did not know the other drivers he was to compete with but Andrew ended up dominating his class with almost a full 6 second lead over second place. Well done! Andrew also took Top Time in Showroom Stock class. 10 points.


 Showroom Stock 4 had Ed Moschella driving his Cayman R for the team. Ed's competition was putting up a good fight with a much more powerful 2009 Carrera S and day 1 ended up with Ed having a lead of about .6 seconds. Another battle followed on Day 2 and Ed again prevailed. Another 10 points please.


 Production 1 was defended by Chris Darminio driving his 1976 914. Chris put down some stinking fast times and walked away with a first place. His times were actually faster than P2, P3, and P6. Not so bad for a 36 year old Porsche. 10 more.


 Production 4 was Captain Ollie's class driving a 1998 Boxster. There were good drivers in P4 but we were very confident of a first place finish. It was not as easy as it looked at the end of Day 1. Ollie bested Don Coburn from Metro by well over 13 seconds in 2010. On Day 1 Don pulled a 68.981 from the blue and Ollie finished the day just .857 seconds ahead. Wakeup call as Don had learned to go fast since 2010. Ollie was not shaken and finished the event with a 2.93 second lead. Another 10 please.

 Production 5 was defended by Jeremy Mazzariello driving his 2007 Cayman. Jeremy only had competition on Day 1 as the

other driver did not compete on Day 2. No matter as Jeremy had him by almost 11 seconds. He was also faster than some of the classes above his. Easy 10 more points.

 Production 7 was my class with Susan and me driving our 2007 Carrera S. It looked to be just the two of us in P7 but on Day 1 we found a P8 car in our class. I had not planned on bringing Hoosiers to the Zone but Capt'n Ollie strongly suggested that I bring them. Glad I did because they saved my butt against a more powerful car. I opened up a 1.5 second lead during the AM runs on Day 1. Unfortunately the super stickies were about to cord and I had to go back to slower 888s. AM of Day 2 saw my lead vanish and I was now in second place. Joe K walked over to me and very calmly told me to pick up another half second. I needed to find the right tire pressure fast. I did and dropped almost a full second. Enough for 10 more points.

 Improved 1. Joe K and Lisa Roche were our team members defending I1. Either one of them could take a first and neither one would agree not to beat the other so this really made sense. Joe and Lisa usually compete in P2 locally but the more stringent Parade Rules have the "My dog ate my rear carpet" clause. Other teams could not protest this. How would they know Joe and Lisa do not have a dog? A Joe and Lisa one-two punch here. 18 for the team.

 Modified 2 had team member Jake Moreau driving a 2010 GT3RS with Hoosier road course tires. Jake wanted more than just a class win, he also wanted FTD for the event. He had that at the end of Day 1 by a scant .043. It almost happened. Still, Jake finished the event with a 3.8 second lead in class. Final 10 points here.

This is a Zone 1 Autocross we will all remember for a long time. We the NCR drivers won the event with our diversity. We did much more than cover 9 classes. We also won with our competitive driving skills because most of our drivers posted times faster than classes above them. Thanks team, ya done good.



Don Coburn at the start line, and Ollie Lucier at the start line. More photographs on the following three pages.

## PCA Zone 1 Autocross, August 25-26, 2012

<b>Showroom Stock 1</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Mark Dudek	NCR	1994 968	70.722	67.463	138.185
2	Richard Wayne	MNY	1999 Boxster	71.422	69.405	140.827
3	Adam Blauer	NER	1994 968	73.370	71.620	144.990
4	Christopher Pedersen	HCR	1999 Boxster	81.781	DNS	DNS
<b>Showroom Stock 2</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Jack Saunders	NCR	1995 993 Carrera 4	92.105	91.699	183.804
<b>Showroom Stock 3</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Andrew Kessel	NCR	2006 Cayman S	69.147	67.602	136.749
2	Ioannis Kouzilos	MNY	2009 997 Carrera	72.523	70.140	142.663
3	Nicholas Grizey	HCR	2004 911	77.214	74.131	151.345
<b>Showroom Stock 4</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Ed Moschella	NCR	2012 Cayman R	69.686	67.971	137.657
2	Christopher Mills	MNY	2009 Carrera S	70.279	68.604	138.883
3	Stephen Dudzic	CVR	2012 Cayman R	78.696	72.663	151.359
4	Sabrina Lui	MNY	2009 997	86.786	81.952	168.738
<b>Showroom Stock 5</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Walter Lunsmann	NER	2009 911	73.579	69.567	143.146
2	Aaron Walker	NER	2004 GT3	76.077	72.213	148.290
3	Lev Tabenkin	NER	1996 911	76.492	73.510	150.002
<b>Production 1</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Chris Darminio	NCR	1976 914	69.624	68.227	137.851
2	Jack Goudreau	NCR	1976 912e	92.771	85.652	178.423
<b>Production 2</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Graham Mingst	MNY	1985 944	71.302	68.965	140.267
2	John Mingst	MNY	1988 924S	71.529	69.476	141.005
3	Timothy Mehta	MNY	1985 944	71.292	72.046	143.338
4	Bill Aubin	NER	1984 944	73.514	70.014	143.528
5	Todd Roth	MNY	1987 944	73.313	72.677	145.990
6	Adam Derezendes	CVR	1985 944	77.898	74.349	152.247
7	Andrew Dorman	HCR	1988 924S	78.067	74.634	152.701
<b>Production 3</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Chris Ryan	NER	1984 911	73.855	71.107	144.962
2	Robert Canter	NER	1984 911	73.709	71.380	145.089
3	Brian Lay	MNY	1986 911	73.650	73.518	147.168
4	Dan Fishkind	MNY	1988 944 Turbo S	74.868	73.966	148.834
5	Jeff Johnson	NER	1987 911 Carrera	75.988	73.736	149.724
6	David Miller	MNY	1986 911	88.901	83.345	172.246
<b>Production 4</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Oliver Lucier	NCR	1998 Boxster	68.124	65.714	133.838
2	D. Donald Coburn	MNY	1993 RS America	68.981	67.787	136.768
3	Neil Halbert	NER	1990 944 Showroom Stock 2	72.561	70.359	142.920
4	Georges Rouhart	NER	1993 968	72.745	70.811	143.556
5	Reid Van Gorder	NER	1990 Carrera 4	74.474	71.681	146.155
6	Nick Durham	NER	1991 911 C4	74.712	72.836	147.548
7	Barbara Coburn	MNY	1993 RS America	77.669	76.110	153.779
<b>Production 5</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Jeremy Mazzariello	NCR	2007 Cayman	68.687	66.180	134.867
2	Chris Patti	HCR	1996 993 c4s	79.375	DNS	DNS



<b>Production 6</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Anthony Martino	MNY	2012 Cayman R	73.635	70.172	143.807
2	Alan Davis	NER	2007 911	74.562	70.710	145.272
3	Ricardo Cardenas	CVR	2011 911 GTS	82.188	78.237	160.425
<b>Production 7</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Stephen Lefebvre	NCR	2007 997C2S	67.962	67.845	135.807
2	Ben Ohebshalom	MNY	2006 997S Club Coupe	69.474	66.883	136.357
3	Susan Kelley	NCR	2007 C2S	74.886	71.417	146.303
<b>Production 8</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Michael Mcdougall	NNJR	2011 GT3 RS	66.505	63.092	129.597
2	Charles Stromeyer III	NER	2010 GT3 RS	70.748	67.749	138.497
<b>Improved 1</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Joe Kraetsch	NCR	1988 924S	70.965	68.605	139.570
2	Lisa Roche	NCR	1988 924S	72.263	70.624	142.887
<b>Improved 2</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Randy Petschauer	MNY	2004 GT3	64.495	63.296	127.791
2	James Matons	CVR	2007 Cayman S	67.868	63.989	131.857
3	Claude Matons	CVR	2007 Cayman S	68.714	64.278	132.992
4	Aaron Ambrosino	HCR	2006 Cayman S	70.864	66.382	137.246
<b>Modified 1</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Mark Skala	NER	1970 914-6	66.622	64.984	131.606
2	Jon Montelius	CVR	1970 914	76.233	72.734	148.967
<b>Modified 2</b>				<b>SAT</b>	<b>SUN</b>	<b>Total</b>
1	Jake Moreau	NCR	2011 GT3RS	64.452	63.541	127.993
2	Paul Kudra	CVR	1978 911	66.968	64.836	131.804
3	Akira Mochimaru	NCR	2009 904 Replica	70.479	70.358	140.837
4	Bill Nerney	NER	2011 GT3RS	76.930	76.353	153.283

<b>Top Times Of Day</b>	<b>Time</b>	<b>Class</b>	<b>Driver</b>
<b>Men</b>	127.791	Improved 2	Randy Petschauer
<b>Ladies</b>	142.887	Improved 1	Lisa Roche





From the top:

Don Coburn makes a point.

A very fast and very immaculate 911.

Porsches galore.

From the top:

Torque to me!

Barbara Coburn prepares to send Jack Saunders on his way.

Photographers Ron and David took turns spotting and shooting.



BTW



### News from Porsche:

### Successful test drive on the "Nürburgring-Nordschleife"

### 918 Spyder prototype turns in lap time of seven minutes and 14 seconds

Stuttgart. On September 18th, in test drives on the "Nürburgring-Nordschleife", a Porsche 918 Spyder prototype turned in a remarkable best time of just 07:14 minutes for the 20.6 km long circuit. One year before its production launch, the plug-in hybrid super sports car from Porsche AG is already proving its superlative dynamic performance potential far surpassing all expectations placed in it. Dr. Frank Walliser, overall project leader for the 918 Spyder: "By turning in a fabulous time of 07:14 minutes, the 918 Spyder prototype has already fully confirmed the viability of its future concept after just a few months on the road."

The lap time of the Porsche 918 Spyder prototype is one of the best ever clocked for street-legal vehicles with standard production tyres. The course was only available to the development team from Weissach for one lap, and it had to be started from a standstill. The plug-in hybrid super sports car with over 795 hp was equipped with production tyres from development partner Michelin as well as the optional "Weissach" package, which integrates modifications that boost driving performance.



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# A Walk In The Park - Lime Rock Park August 31 - September 3

Story and photographs by David Churcher \_\_\_\_\_



Lime Rock provided a number of special moments. The most endearing to me was the (above) 1957 Vanwall F1 and (page 21) the attendance by Sir Stirling Moss and his wife Lady Susie.

You have probably read a few of the following lines before, right here in *Northlander*, about a year ago.

When I was a teenager in Tasmania I would read about Lime Rock in *Road & Track* magazine and make my plans to be there one day. Now that I live here in USA I get to Lime Rock for the July ALMS race and for the Labor Day weekend Historic festival. Every year I plan Labor Day weekend around the Sunday show or one of the race days.

This year it was to be Saturday for the races.

Saturday I was up a 5am as planned and off to Lime Rock with the sun in the east behind me going down and setting in the west behind me as I returned.

What a day ... 90°F and a super collection of cars from the 60s and 70s. Sir Stirling Moss was there with his wife Lady Susie. While I was standing by a secured area in the pits trying to sneak a shot of the Vanwall (1957) an official, about my age, smiled and invited me in ... he whispers to me: only us old guys photograph these cars. He gave me run of the place. I listened to this nice lady with a Brit accent chatting to everyone ... Lady Susie. Sir Stirling arrived and was equally pleasant. To be a period photographer I was "wearing" and using my 1973 Hasselblad and it got so many comments, and, when I reloaded it with film I had an audience! All very nice. But I suddenly realized there is a group of younger photographers who haven't used film or a Hasselblad. Oh, dear. I am dated.





When Sir Stirling and Lady Susie went off on their parade lap there was an incredible response from the crowd. I am sure it was a 99% USA crowd but an informed crowd. They knew what they had in front of them and responded. Wonderful.

But what about the cars? My friend Brian is an Alfa enthusiast (he has a few) so I photographed Alfas for him. Co-editor Tracey is a Jaguar fan so I photograph a few for her. And, of course, there are a number of Porsches ... including those of NCR's Damon Josz ... worth photographing. This year the Vanwall was there and I would have gone to California for a chance to photograph it. Other F1 cars from the 60s and 70s hint at the engineering we see today in F1 cars. Those older cars are, to me, more elegant and realistic than the new 2012 F1 cars. At least I can relate to the engineering in the older cars.

And what about those UK built monsters with a US V8? The Lola, the McLaren Mk8F with an 8 liter engine? Beautiful monsters. Loud too.

Once again Lime Rock has put on a spectacular show of older cars for us older enthusiasts. I wonder what they will do for a show in another 40 years. Just the same as this weekend ... I would hope.

**More photographs from LRP on the following two pages ...**





Left column: Jaguar enthusiasts were in abundance ... a D-Type, an XK-120, and an E-Type. And Alfa was well represented too.

Right column: Old Porsches retain their good looks.



A Porsche RSK

NCR's Damon Josz

The McLaren Mk8F, 8 liters and a lot of noise.

Inlet trumpets, big ones ... necessary to feed 8 liters.

A F1 lost grip, or ground effects, on No Name Straight and had an "off".

A FIAT Abarth 1000 challenges an Alfa and sets sights on the Porsche ... or was he just passed?



# Autocross #6

## September 8, 2012

Photographs by David Churcher

Story by Joe Kraetsch

---



Why is Jack smiling? He had a few lessons from the fastest lady in NCR and his times improved out of sight. Well done, Jack. Well done, Lisa. And it was fun too.

We have a larger than usual presence of Autocross in this issue of Northlander. But for good reason. It has been a season to remember ... and not just for the rain.

NCR enjoys a very enthusiastic and hard working group of participants and organizers. It's a lot of fun and a lot of work.

It is not too soon to be thinking about the 2013 season. Both Autocross and Northlander are looking for help with the next season. If you can help organize, or write, or take photographs ... we need you.



## The six steps of a pirouette

By Ivy Cowles

**Accelerate, steer, break, lift, turn, turn.... Oops!**

MAL had just mentioned to me "girlie...you are getting close to my time for your autocross runs". Well obviously that made me all the more eager to increase speed a bit and pare off another few seconds, which it seemed I had done. But the excitement may have gotten to me a bit because after crossing the finish line at Devens, I continued straight instead of a controlled brake and turn to the right. That is where the car started to dance...I did not want to mess up any cones but I overcorrected and a-spinning George (my instructor) and I went. As you can see in the pictures the spin was very graceful. There were other graceful spins that day - most far enough away that they resulted in a bit of screeching tires and a smoky haze across the field - but I managed to pull mine off at the finish line, a section of the course that everyone was watching. Always remember when in a spin **"BOTH FEET IN"**. The cones that began the day a really pretty orange now have a touch of black on them. Hmm...wonder where that came from.





From the top:

Pit talk before the event.

Kristin Larson heading towards the finish line.

Suzy concentrates at the start line.

From the top:

Watching for cones being struck at the first trap.

Audra Tella exchanges some humor at the start of her run.

Suzy clouds a cone.

## NCR Autocross #6, September 8, 2012

<b>N:Novice Porsche</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	S8	Aaron Walker	2004 GT3	64.904	62.379	127.283	105.644
2T	S9	Walter Lunsmann	2009 911	66.521	66.085	132.606	110.991
3T	P6	Richard Viard	1995 Carrera 2	67.380	66.236	133.616	112.638
4T	S4	James Trezz	1993 968 Cabriolet	71.978	69.342	141.320	113.903
5	S2	Erik Christiansen	1985 944	75.400	76.452	151.852	121.633
6	S8	Bob Walker	2004 GT3	85.813	79.725	165.538	137.396
7	S5	Nicholas Capano	1987 carrera cab	DNF	74.527	DNF	-
<b>1S:Strict Stock 1-6</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	S4	Adam Blauer	1994 968	65.560	63.742	129.302	104.217
2T	S6	Chris Ryan	1996 993	65.902	65.461	131.363	107.192
3T	S5	Jeff Johnson	1987 911 Carrera	67.083	66.660	133.743	107.796
4T	S6	Lev Tabenkin	1996 993	66.622	66.588	133.210	108.699
5	S6	Ernest Grasso	2001 Boxster S	66.662	66.628	133.290	108.764
6	S6	Duncan Dana	2008 Cayman	66.932	68.143	135.075	110.221
7	S1	Jack goudreau	1976 912E	78.008	76.348	154.356	119.317
8	S6	Jack A. Saunders	1990 944S2	82.229	79.499	161.728	131.970
<b>2S:Strict Stock 7-9</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	S8	Ed Moschella	2012 Cayman R	61.963	61.164	123.127	102.195
2T	S8	Ronald Orr	2005 997S	67.748	66.784	134.532	111.661
3	S8	Michel Machado	2011 911 Targa 4S	68.855	66.565	135.420	112.398
<b>A:Production 1-2</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	P2	Joe Kraetsch	1988 924S	64.288	62.910	127.198	104.938
2T	P2	Lisa Roche	1988 924S	64.166	63.985	128.151	105.724
3	P2	Bill Aubin	1984 944	66.032	63.831	129.863	107.137
4	P2	Read Fleming		68.758	65.964	134.722	111.145
<b>C:Production 4</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	P4	Georges Rouhart	1993 968	63.969	63.755	127.724	106.394
2	P4	Neil Halbert	1990 944S2	64.959	63.682	128.641	107.157
<b>D:Production 5</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	P5	Robert Canter	1984 Carrera	65.933	64.305	130.238	108.488
2T	P5	Reid Van Gorder	1990 964	66.398	65.415	131.813	109.800
3T	P5	Nick Durham	1991 Carrera 4 Cab	66.262	68.237	134.499	112.037
4T	P5	George Skaubitis	1993 RS America	68.425	67.046	135.471	112.847
5	P5	Kristin Larson	1985 911	69.123	68.445	137.568	114.594
6	P5	David Berman	1985 911	69.791	68.609	138.400	115.287
7	P5	Christine Skaubitis	1993 RS America	71.616	70.375	141.991	118.278
8	P5	Paul Hohensee	1991 964	78.684	70.137	148.821	123.967
<b>E:Production 6-9</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	P6	Oliver Lucier	2007 Cayman	61.850	60.450	122.300	103.098
2T	P6	Jeremy Mazzariello	2007 Cayman	62.217	61.203	123.420	104.043
3T	P9	Charles Stromeyer	2010 GT3 RS	61.520	61.428	122.948	106.350
4	P8	Susan Kelley	2007 997 C2S	64.538	64.929	129.467	111.082
5	P7	Brian Cooner	1999 911	66.558	65.797	132.355	111.707
6	P8	Thomas Pelton	2004 GT3	70.628	62.388	133.016	114.127
<b>R: Race (Improved &amp; Modified)</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	I5	Stephen Lefebvre	2007 GT3RS	58.415	58.437	116.852	102.712
2T	I4	Greg Osche	2001 Boxster S	62.433	62.291	124.724	108.759
3T	M4	Akira Mochimaru	2009 904 Replica	64.809	64.282	129.091	117.860
4	I5	Hank T. Cowles	1993 964	70.877	68.475	139.352	122.490
5	I5	Ivy Cowles	1993 964	74.962	76.535	151.497	133.165

<b>Z:Novice non-Porsche</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	HS	Mike Davis	2008 mini cooper	78.749	78.821	157.570	125.898
2T	AS	Jim Milton	2008 BMW 535i	78.640	73.463	152.103	128.374
3	GS	John Zeniewicz	2000 Audi A4	90.062	85.540	175.602	142.940
4	CS	Charles Winder	2011 Miata	DNF	87.093	DNF	-
<b>X:Non-Porsche</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>Pax Total</b>
1T	STR	Matt Thompson	2008 MX-5 Miata	61.619	59.911	121.530	101.477
2T	STS	James Cogswell	1994 Mazda Miata	63.248	62.894	126.142	104.319
3T	STR	Mike Stukalin	2008 MX-5 Miata	63.919	61.420	125.339	104.658
4T	STR	Daniel Fillingim	1999 Miata	63.451	62.465	125.916	105.139
5T	STX	Dan Pearce	2008 Mini Cooper S	65.443	64.490	129.933	106.804
6	SSM	Aegir Jensson	2001 Ford Mustang Cobra	61.087	60.705	121.792	107.055
7	STS	Rob MacAlpine	1992 Miata	66.061	64.015	130.076	107.572
8	STS	Dan Polagruto	1995 BMW M3	66.014	64.505	130.519	107.939
9	SMF	Audra Tella	2005 Mini Cooper S	64.726	64.235	128.961	109.874
10	STF	Athena DeGangi	2013 Acura RSX	69.358	69.194	138.552	110.010
11	STR	Carl Williams	2000 M Roadster	67.125	66.205	133.330	111.330
12	STX	Jason Temple	2003 Subaru WRX	68.941	66.709	135.650	111.504
13	HS	Katie McGuinness	2008 mini cooper	77.092	77.822	154.914	123.776



Under a threatening sky but all smiles ... the Autocross 6 trophy winners pose for the Nikon and then head downtown to discuss the season and plan the next one.



# Autocross Season Finale

By Joe Kraetsch, NCR Autocross Chair

---

September 8<sup>th</sup> was the last NCR Autocross of the 2012 season. We had 60 drivers who were treated to four morning and five afternoon runs on a fast, fun course by Scruffy. The course resembled the second day course from the PCA Zone 1 Autocross. It looked like we were going to have another rain-free NCR Autocross—a rare occurrence this year. However, the wind would give us another challenge. We had some fairly heavy and steady wind which seemed determined to turn our new aluminum EZ-up tents into kites. The weights did not seem sufficient so we had people holding the tents down. We finally took one tent down and transferred all the weights to the other tent. This worked for a little while but the wind was relentless and threatened to rearrange the metal frame if we persisted so we surrendered and took the last tent down. This left the timing equipment unprotected. The computer screens are hard enough to see in the shade of the tent but our timing crew was amazing and kept us running. As our luck would have it, a rain shower came through a bit later. We had to use umbrellas to keep the computers, etc from getting washed. Once again, the timing crew, like the Pony Express, persevered and we were able to finish our afternoon runs.

On the course, Aaron Walker became our newest graduate from the Novice Class, winning the class in his GT3. Meanwhile our most recent Novice graduate, Adam Blauer, continued to improve and win by taking the 1S class. After losing to Lisa in the morning session, I was able to improve my afternoon times enough to steal the win. Ollie Lucier decided to try more horsepower and drove Jeremy Mazzariello's Cayman and the two of them dominated class E. That left class C up for grabs. Georges Rouhart won the morning session and Neil Halbert took the afternoon session but when we added the times, Georges won the class. Scruffy annihilated the race class and took FTD in the process although Ed Moschella beat him for top Porsche PAX (handicapped time).

In other news, Jack **"Hot Shoe"** Saunders, fresh off his win at the Zone 1 autocross decided he still wasn't going fast enough, so Lisa agreed to work with him. With Lisa's instruction and coaching, Jack shaved over twelve seconds off his times from the second day of the Zone 1 Autocross! Jack will turn 90 in November but he is not done racing. Jack is already planning on improving even more next season. Go Jack!

Congratulations to the 2012 Season Point Series Winners. The Season Trophies will be presented at the Annual Banquet in November:

Class	Season Champion
1S: Strict Stock 1—6	Mike Stukalin
2S: Strict Stock 7—9	Ed Moschella
A: Production 1—2	Joe Kraetsch
B: Production 3	Chris Darminio
C: Production 4	Oliver Lucier
D: Production 5	Robert Canter
E: Production 6-9	Jeremy Mazzariello
R: Race	Scruffy Lefebvre
X: Non-Porsche	Rob MacAlpine

I would like to thank the autocross staff for all their help and hard work. Without these people, NCR would not have such an incredible autocross program. Thank you: Edgar Broadhead, Safety and Equipment; Chris Darminio and Scruffy Lefebvre, course design; Jeremy Mazzariello and Tom Pelton, Timing and Scoring; Suzy Kelley, Registration and Grid; Ed Moschella, Sound Measurement; Ollie Lucier, Chief Instructor, Novice Captain, Timing backup and Operations assistant; and Lisa Roche, Registration, Timing and Scoring, planning, preparation, packing, heat splits, work assignment, Autocross Chair sanity and any other support I needed.

I also want to thank all the participants and volunteers for all their help and cooperation in making NCR Autocross run so smoothly. In spite of the weather challenges this year, this was one of the smoothest running years we have had. Thank you all for a successful autocross season!

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Autocross 5 (Zone 1)  
Photograph by David Churcher







### **Factory Five's GTM Super Car**

This GTM sits in the office and provides pride and inspiration to the designers and staff who can all see it from their desks in the open plan office.

Photograph by David Churcher ... who would like to have one of these, white, with a Porsche 4L engine in the back.





NCR DE at Lime Rock Park  
September 19 - 20  
Photograph by Ivy Cowles



# NCR Fall Get-A-Way 2012

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

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

**When:** Friday October 19th through Sunday October 21st 2012.  
**NOTE this is a TWO night event.**

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

**How to reserve a room:** Each NCRer attending the weekend is responsible for booking their room using their own credit card. Contact The Wentworth directly at 1-800-637-0013 and identify yourself as attending the Car Club event hosted by Richard Willey. At the time you book your room, also send an email to the NCR Social Chairperson by clicking Information/Committee chairs/Richard Willey on the NCR website and filling in the Contact section, identifying who will be attending so the Social chairperson can reconcile attendance with the Inn manager. This is critical to ensure everyone is booked properly and to get a head count for meals. **THERE ARE NO GUARANTEED ROOMS**, as NCR did not prepay the rooms. We have only given the Inn a room estimate. Hopefully we exceed that. **PLEASE BOOK EARLY. THERE IS A CUT-OFF DATE** of September 15th. Any reservation made after that date will be on an "as available" basis. Remember this is foliage season so I encourage everyone to book early.

**Meals:** We will have a group dinner Saturday night Oct 21st at the Wentworth. Details are still being worked out. It will either be a flat fee buffet dinner or a plated meal with specific choices/prices. Either way, each person's cost will be charged to your bill.



Beverages will be extra and you will pay for those individually. Your social chairperson is exploring meal options at the Wentworth for Friday night and will also identify other food venues near Jackson. Hopefully many of us will eat together Friday night at well.

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

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

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





# Octoberfest Autoshow

To benefit Easter Seals' Veterans Count Club-Nashua

**ALL Makes, Models & Motorcycles encouraged to enter**



Porsche of Nashua is hosting their 5th Annual Octoberfest Autoshow to benefit Easter Seals' Veterans Count Club-Nashua, a program dedicated to Veterans, service members and their families throughout New Hampshire.



**Sunday, October 7th, 2012**

**12:00 to 3:00**

**170 Main Dunstable Rd., Nashua, NH**



For a \$25 registration/donation fee, you can enter and display your unique "award-worthy" vehicle or motorcycle and enter to win a \$100 cash door prize (exclusive to car show registrants only)!

**Music - Raffles & Prizes**

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**For event information call Porsche of Nashua : 603-595-1707 [www.porschenashua.com](http://www.porschenashua.com)**

**Register online at: [www.eastersealsnh.org/events](http://www.eastersealsnh.org/events)**

**RAIN DATE: Sunday, October 14th**



# Annual Banquet



Saturday, November 17, 2012  
The Yard Restaurant –  
Pavilion Room  
1211 South Mammouth Rd  
Manchester, NH

Social Time & Hors D' Oeuvres 6:00 - 7:30 PM  
Dinner/Door Prizes 7:30 - 9:00 PM  
Election/Awards 9:00 -10:00 PM

### Hors D' Oeuvres

Mediterranean Medley  
Seafood Stuffed Mushrooms  
Beef Brochettes

### Dessert

Vanilla Ice Cream and Cookie  
Warm breads, coffee and tea

### Buffet

Garden Salad  
Baked Stuffed Sole  
Chicken Marsala  
Sirloin Tips Bordelaise  
Red Bliss Potatoes  
Vegetable Medley

Please complete the section below, include your check for total amount made payable to: NCR-PCA and mail both to Richard Willey 16 Cogswell Ln, Atkinson NH 03811. **Firm cut-off date for checks received is Friday November 6<sup>th</sup>. No exceptions.**

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# of attendees \_\_\_\_\_ x \$40.00 = Total \$ \_\_\_\_\_



# Factory Five Racing Tour September 15, 2012

Story by Rich Willey

Photographs by David Churcher

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Above: The factory Five show room is filled with exotic examples ... Biff Gratton frames a shot of NCR members admiring the cars. Page 39: A group of NCR members meet on I-495, a tour of the plant where our host explained the difference between original and current models, Ron Hirschberg chats with Mike Gratton, and the office where inspiring toys are kept on the desk, the show room with COBRA Replica examples, and the GTM which also resides in the office.

I fulfilled a long time interest Saturday September 15<sup>th</sup> by touring the Factory Five Racing facility in Wareham, MA. The day started out with little promise as we overslept, resulting in Marilyn, the Cayman and I making a mad dash in the rain to the Chelmsford, MA rest stop to meet several fellow NCRers and guests for a then uneventful drive to Wareham.

We were greeted by two Cobra roadsters, a roadster rolling chassis, a Type 65 Coupe and two 33 roadsters in the entry showroom. All painted magnificently in colors from traditional Ford Cobra blue with subtle antique white stripes to burnt orange to black with yellow and orange flames.

Then a tour of their impressive manufacturing and assembly facility, where the parts for every kit type are neatly stacked on 4 high storage racks ready to be picked and boxed for the next customer. The frame shop was particularly impressive with its precise jigs and rotisseries where all the square and round tubes are welded by hand. They sell about 5 kits a week, so on par with many mainstream auto dealers.

After the tour we got to see the GTM car done up in bright yellow and black with a 7 liter GM crate motor and Corvette C5 running gear. Quite impressive but ride height could be a challenge on New England roads. We also got to sit in all the vehicles in the show room and I discovered to my disappointment that the car I liked the best, the Type 65, just didn't have the head, shoulder or hip room for this fella. But the 33 roadster with the removable hard top was pretty nice.

After the tour many of us headed to Dave's Diner where the outdoor seating on a beautiful late summer day was only bettered by good conversation about FFR and all things Porsche. What a great way to spend a Saturday.

Hope you make the next NCR event.







Above:

Dick Demaine tries a COBRA replica while Ron and Jay discuss the day in the background.

Dave's Diner became the lunch stop.

Above:

Again ... the COBRA replica. Those framed photographs on the wall are of Factory Five cars ... and you can buy prints.

Our Prez selects breakfast from the menu at Dave's Diner. Breakfast at 1pm? Yes ... he left home early and missed breakfast in order to meet the NCR group on I-495.



## **NORTHLANDER NEEDS EDITORS AND PROOFER**

Northlander's editors, David and Tracey, will be stepping down after completing the 2012 December issue. They will of course remain as contributors and assist their replacements.

The job needs at least two persons familiar with **Adobe InDesign** for layout, good graphics skills with a modern style, and an excellent knowledge of (US) English style, spelling, and punctuation.

The job is rewarding but demanding ... about 20 hours a month per person. Deadlines in the last half of the month can be a challenge. The finished product is the reward.

Software, hardware, and archives, will be passed to the new editors along with a reasonable amount of "training".

This is a job requiring some established skills and artistic taste ... a good sense of humor is also necessary.

**Please apply with an outline of skills to: [NCRNorthlander@ncr-pca.org](mailto:NCRNorthlander@ncr-pca.org)**

---

### **Aim Data Tech Session Porsche of Stratham 60 Portsmouth Ave Stratham, NH 03885**

Saturday, November 3, 2012 - Basic Data Acquisition 09:00-04:00pm

Sunday, November 4, 2012 - Advanced Data Acquisition 11:00-04:00pm (Daylight savings time ends this weekend)

Last spring's AIM session was such a success, we have planned another one.

Do you have a data acquisition system for your track car? Want one? Just want to learn more? Roger Caddell from AIM SPORTS will do another presentation on data systems and the AIM race studio 2 software. If you have been thinking about getting a data system, lap timer or want to find out how much it can improve your driving, this is a session to attend. Breakfast snacks and lunch will be provided as this is a 6-hour session on Saturday and 5 hours on Sunday. The session will be limited to 25 people, so make sure to RSVP as early as possible to [tech@ncr-pca.org](mailto:tech@ncr-pca.org).

# A Visit To The South Seas, Sydney, Queensland & Tasmania

Photographs & Story by Tania Coffin

---



Sydney, Australia. On the way in we stayed at Manly Beach so we had to take the ferry into downtown Sydney. The Manly ferry gives the best views of the Opera House and Bridge! You can climb to the top of the bridge as my dad and son did. W.R. Brice photo.

Another Australian Travelogue...

Unlike our editor and other Tasmanian member of NCR, David Churcher, I hadn't been back to Australia for 12 years. So, when my parents decided that it was time for my children, aged 14 and 11, to visit the other half of the family, I happily agreed. Of course in my family, these trips take planning. We started more than a year in advance. An Air New Zealand air fare special finalized our plans. It was cheaper to get to Australia via the Cook Islands than it was to go straight over. OK, why not, we'd never been there before and, as a geologist, I was happy to visit an island with a fringe reef!

Travel across the Pacific Ocean from the East Coast is not for the faint-hearted these days. Due to limited available connections, we left Keene at 2:33am for a 6am flight out of Logan to LAX, collect all our checked bags and then a 14 hour layover at LAX before our 11:55pm flight to Rarotonga, the capital of the Cook Islands. Then there was the luggage.....the 7kg(15lb) limit for hand luggage had me repacking our carryon luggage multiple times until we made the weight! Air New Zealand did weigh our carryon bags three times before we got on the plane, so they were serious.

Here are some highlights: My dad and children took most of the photos as I did all of the driving on the trip.

The Cook Islands are an independent nation, comprised of 15 small volcanic islands and atolls. The population is less than 20,000 people. The Cook Islanders are Maori, the Maori people in New Zealand originated in the Cook Islands. As the Cook Islands were formerly a protectorate of New Zealand, they use New Zealand dollars and everyone speaks English and Cook Islands Maori. Rarotonga, the capital island, is a volcanic island in the middle of the South Pacific Ocean. The volcano has been extinct for 2 million years and so it has begun to erode away and to sink beneath the surface allowing the coral to grow into a fringe reef along the original shoreline.

"Raro" is only 50km around with only one road circling the island. The bus service has two routes – "clockwise" and "anticlockwise." The two main towns are Avarua, the capital, and Muri. This is NOT a location for spirited driving -- the speed limit is 50km/hour- about 31mph!



The beach, lagoon, and fringe reef at the Rarotongan Hotel.

Old Volcano – W.R. Brice photos

Why go to Rarotonga? The water is the clearest water I have ever seen – clearer than Florida, the Caribbean, the Mediterranean or even Australia. The lagoon adjacent to our hotel is a marine reserve and the snorkeling was like swimming in a rainbow of fish! The blue fish in the water are Trevally about 1-1.5 feet long.

We would love to go back to Rarotonga someday!

On to Australia!

It was a 7 hour flight to Sydney. While in Australia we also visited the Whitsunday Islands (to see the Great Barrier Reef), the Sunshine Coast (to see cousins), and Tasmania (to see family and scenery)

As far as our favorite marque goes, I saw only two Porsches on the streets in Manly. Perhaps because it was winter. But came across a Lamborghini in one of the shopping arcades in Sydney. It was there to advertise the new Batman movie. See photo at right

On the way in we stayed at Manly Beach so we had to take the ferry into downtown Sydney. The Manly ferry gives the best views of the Opera House and Bridge! You can climb to the top of the bridge as my dad and son did.

On to Queensland and the Whitsunday Islands!

October 2012



Sydney, Australia. It was unseasonably cold for a Sydney winter! 50F and blustery. Especially windy on the ferry. WR Brice photo.



Tasmanian Devil at Taronga Zoo. No visit to Sydney with children is complete without a visit to the Taronga Zoo! Their Australian animal section is great! We saw devils in Tasmania, too.







Kings Beach, Caloundra, Queensland – on the Sunshine Coast 1.5 hours north of Brisbane. The Sunshine Coast reminds me of what the Gulf Coast of Florida was like in the 1970s. Unlike Florida, the shoreline is all public. You can walk along public foot paths which stretch along 60 miles of beaches and headlands from Caloundra up to Noosa. The more famous Gold Coast to the south of Brisbane is more like what Miami is like today.



A View of the Hazards Range from inside our Kia Carnival (a Sorrento here) minivan as we drove up the east coast of Tasmania. For the driving enthusiast, southern and eastern Tasmania could be considered one giant road course! I had to drive the twisty roads in a large 8-passanger minivan. I really wished I'd had a right-hand drive version of my 944 instead.



Whitsunday Islands from the air as we approach Hamilton Island Airport. The Whitsunday Islands are located halfway up the Great Barrier Reef on the northeast coast of Australia. W.R. Brice photo.



Wineglass Bay Beach, a World Heritage Site on the Freycinet Peninsula, Tasmania. To get here you hike, sail, or helicopter. We hiked. Matt Coffin photo.

And on to Tasmania!

The photographs and captions in the adjacent column illustrate the delights of a drive up the east coast of Tasmania.



A wallaby encounter on Wineglass Bay Beach, Freycinet Peninsula, Tasmania. We'd just climbed over a saddle in the Hazards and then down to the beach – about 2 hours. We sat to have lunch and 2 wallabies showed up. My daughter was thrilled! Matt Coffin photo.

While at the Freycinet Lodge, what should we see in the Tasmania Magazine but a note from David Churcher!

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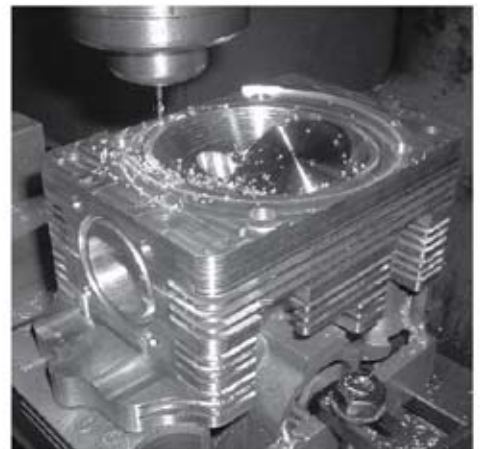
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## Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is NOT ALWAYS a free service.

Name	Position	Phone
<a href="#">German Auto Service, Inc.</a>	Maine	☎ 207-282-3013
<a href="#">Ayer European Auto Restoration</a>	Maine	☎ 207-582-3618
<a href="#">Autosportnortheast</a>	Maine	☎ 207-698-1000
<a href="#">Exotech</a>	New Hampshire	☎ 603-382-3599
<a href="#">Sports &amp; Vintage Car</a>	New Hampshire	☎ 603-675-2623
<a href="#">Loader Imports</a>	New Hampshire	☎ 603-887-0911
<a href="#">Series 900</a>	New Hampshire	☎ 603-863-0090
<a href="#">Porsche of Nashua</a>	New Hampshire	☎ 603-595-1707
<a href="#">Blair Talbot Motors</a>	New Hampshire	☎ 603-740-9911
<a href="#">Precision Imports</a>	New Hampshire	☎ 603-624-1113
<a href="#">AVA Restoration</a>	New Hampshire	☎ 603-563-8910
<a href="#">JSP Motorsports</a>	New Hampshire	☎ 603-477-9738
<a href="#">Continental Automotive Repair Service</a>	New York	☎ 845-358-2277
<a href="#">Auto Union</a>	Vermont	☎ 802-223-2401
<a href="#">Green Mountain Performance Co.</a>	Vermont	☎ 802-775-3433
<a href="#">Eurotech</a>	Vermont	☎ 802-860-1900
<a href="#">Rennline Inc</a>	Vermont	☎ 802-893-7366
<a href="#">The Metric Wrench</a>	Vermont	☎ 802-751-8577
<a href="#">Heads Up Motorsports Inc.</a>	Vermont	☎ 802-886-2638
<a href="#">The Boston Sportscar Co. LLC</a>	Massachusetts	☎ 781-647-7300

This list is dated August 27, 2012





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More from Lime Rock Park Historics ... at left Tim Kachel with a Ferrari F40, above: Biff's neighbor Paul Fitzgerald from Hampton Falls, NH. The cars are not Porsches, but they are beautiful.

Photographs by Biff Gratton.



continues on page 50 ...

**SALE:** Pristine **2006 AUDI TT**; 4-cylinder turbo quattro 6-speed; 90k miles; belts done at 76k; oil every 3000 miles (of course). Phyllis Stibler. Car is at Blair Talbot Motors 603-740-9911. \$15,500



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



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## CARS FOR SALE:

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

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



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

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



## MART

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

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

**1980 911 SC** white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

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

**SALE: 1990 944-S2 Coupe Track/Street car** - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.



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

### ITEMS FOR SALE:



Cobra Evolution S fixed back race seat with head restraint. Has hole for 5/6 pt harness. We bought this for our Lemon car but due to our love of Chipotle some of us didn't fit. I have a 34" waist and it's perfect. It's a bit faded, not visually perfect but no rips or tears. The bolsters aren't worn. Seat only, no mounting brackets. Awesome seat, incredible amount of support. In Windham NH call Pete 603-505-0910 or email pgr928@yahoo.com

**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

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

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

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Back Cover ½ page - Color  
\$96.00/mo. \$1152/yr.

Inside front cover: Permanent (non- rotating)  
\$125.00/mo. \$1500/yr.

Inside back cover: Permanent (non-rotating)  
\$125.00/mo. \$1500/yr.

Inside front/back cover: Rotating full page  
ads \$90.00/mo. \$1080/yr.

Both of these options will receive the second page  
1 month per year as a marketing article. (ea: 2 page  
spread)

Full page - non rotating  
\$85.00/mo. \$1020/yr.

½ page - rotating  
\$60.00/mo. \$720/yr.

This option will allow the use of page 1 as ad placement and  
detailed marketing article at least 1 month per year. (May  
allow for more according to number of ½ page ads placed.  
½ page ad - ½ page marketing promo=full page spread.

- ¼ page - rotating  
\$50.00/mo. \$600/yr.

This option will allow the use ½ of page 2 as  
¼ ad placement and ¼ marketing promo. This  
will allow for 2 of the ¼ page ads with  
marketing promo have to appear in one month.  
1/8 page/Business Card

\$15.00/mo. \$180/yr.

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

## BTW

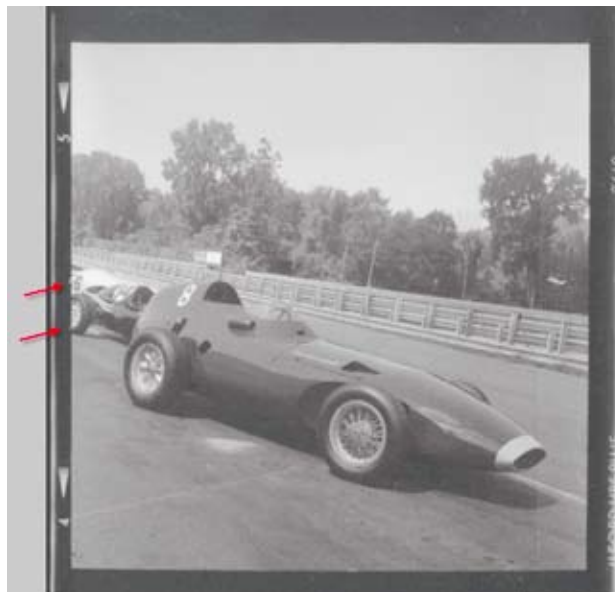


Photo above is David Churcher's 1973 Hasselblad 6x6 cm camera which he used  
at Lime Rock Historics event on Labor Day. In its day this camera was coveted by  
all photographers and was used by most pros for their "best" work. In 1973 this  
camera cost \$750 ... today's digital Hasselblad is \$25,000.

Two little triangular notches (arrows) on the side of the frame indicate if a pho-  
tograph has been made by a Hasselblad.

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DE at LRP

Fall Rally

DE at NHMS

At EPE we have always taken great pride in providing the finest service available for your Porsche. As another example of our dedication to enhancing and preserving your Porsche driving experience, we are pleased to offer local Porsche owners the sale and professional installation of "The Guardian." The IMS Guardian™ was developed to be the first early engine failure detection system available for your M96 engine. This product was created specifically to alert the driver to a potentially imminent IMS bearing failure.

This deceptively "simple" device, containing no moving parts, applies concepts and technologies first employed in the aircraft industry decades ago.

Designed to work in most water-cooled cars the display integrates seamlessly with your Porsche's interior. Installation required is just a few extra hours in conjunction with your next oil change.

While not infallible, it is quite possible that this device, when used in concert with a conscientious maintenance program can help provide the peace of mind and stress relief that has been so elusive to the many water-cooled Porsche drivers afflicted with "WCPDPTSD".

With worldwide demand for this revolutionary new product being as high as it is, we have decided to inventory a number of these units. Please give us a call or drop us a note if you have any questions regarding this or any other Porsche related topic, or if you would like to schedule an appointment to have us install one for you.

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