

NORTHLANDER

NORTH COUNTRY REGION
Volume 36 Number 5

PORSCHE CLUB OF AMERICA
May 2013



IN THIS ISSUE:
Make A Wish
Binnie Garage Tour
Slant Nose 930
...and much much more!



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Statement of Policy

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 56 for advertising rates.

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On the Cover

The cover shot was taken by David Churcher during the April 13th, Make-A-Wish event at NHMS. The checkered flag is out and Miss New Hampshire is all smiles. The event was held at New Hampshire Motor Speedway and all proceeds go to the NH Make-A-Wish.



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CALENDAR

Tech:

5/4 Tech Tactics at Precision Imports-10am

Contact: Tech@ncr-pca.org

Autocross:

5/11 NCR Autocross @ NHMS 7am

Contact: Autocross@ncr-pca.org

5/19 NER Autocross @ Devens 7am

Driver Ed:

5/7-8 NER @ NHMS

5/31-6/2 Zone 1 Clash at the Glen

Concours/Rally:

5/18-5/19 Zone 1 Concours and Rally - 8am Portsmouth NH

www.clubregistration.net for questions email jeg914@aol.com



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Matt Romanowski **Wide Open**

There may have been frost on the windows outside, the snow blower not summerized, snow tires on the cars, and snow shovels still leaning on the house, but I declare "Spring Has Sprung!" NCR just completed it's first driving event of 2013 and despite some chilly weather and wind, it was a spectacular weekend.

I'm sure there will be photos and articles from other folks on the Spring DE and our Make-A-Wish Charity Laps, but I still want to give my little view of it. The DE went off without a hitch due to the hard work put in by Mark Watson and his crew. I don't want to try and name everyone because I'm sure I'll forget someone, but they make the event's look easy. If I didn't know about the number of people involved, I would think the event runs itself.

The Charity event was one of our best ever. Jay Gratton and Paul Tallo took the "day of" reigns from Ivy, who was watching the Tiger Woods folly at Augusta, and put on a terrific event. We had a ton of families, cars, and money raised! We even had Miss New Hampshire there to help get things going and to waive the checkered flag with a Make-A-Wish kid at the end of the Charity Laps.

This year I had a bit of a special view. In years past, I had either driven a car or helped place kids into cars. Driving is easy and fun, helping get kids to cars is busy. You're watching people pull in and out so you can be safe, but still trying to get the kids seat belted into their favorite cars as quick as possible so they can get out on the track. Throw in some pillows so they can see out, a quick photo op, and Mom and Dad waiving, and it's a busy job.

This year I saw Jay standing on the pit wall with a black flag keeping the cars on track in check. I grabbed the black flag from him so he could go and be in the fray of getting kids in the cars. I took position on pit wall and watched the scene in front of me. Cars behaving very well out on track and a nice, neat line of single file cars with people hustling to and from, with kids and families going out for rides. It was a well-oiled machine.

Looking a little closer, I could really see just how special this event was. As I was looking down pit road, I saw a Dad helping a son out of a wheel chair into a car for a ride. Further down there was a kid who normally didn't like being away from Mom or Dad eagerly climbing into a 911 to go for a ride. I also saw one of the Dream Catcher girls sitting in a car, having what looked like (from a distance) witty banter with Jay.

It was all pretty amazing to watch. When Jay later came over and said how well the t-shirts were selling and that one NCR member was feeling extra giving with a very large donation to Make-A-Wish, I was really amazed. The thing that really proved to me just how special this event has become is walking past garage 1 and Brian Arenstam's car, with the Make-A-Wish logo in a 4 foot wide sticker across the hood of his 951. NCR has really taken this event to heart and done a fantastic job. Thanks to the volunteers who help put it together and thanks to the NCR members who come out and support his event for over 10 years!

Getting home from this DE really has my mind racing ahead. Very quickly we have our first autocross coming up, the car control clinic, spring rally, a tech session, and another DE with Northeast Region. The summer is coming into full swing and I can't wait to get everything going. I hope to see everyone and please come up and say hi. It's great meeting new people and putting faces to names I've seen joining the club.



Ivy and Hank Cowles

You all may remember where you were or what you were doing when you heard of Haiti's terrible earthquake. A 7.0 with expected serious loss of life. How quickly we heard of the magnitude of the devastation. Too often we hear of tragedies and let the thought pass.

Serious loss of life? If we only knew what that statement really meant. Hundreds? Thousands? No...it meant hundreds of thousands.

Haiti the western hemisphere's poorest nation. How could it withstand something of this magnitude? How? The news began pouring in. Pictures of the unthinkable flashing across our TV screens. It was almost unbearable to watch for many.

Bulldozers and dump trucks just scooping up the deceased in the truckload full's clearing the streets being dropped into what they called large grave sites. Just a horrific site to view. We all know that this had to be done to keep the disease levels down with the amount of dead bodies from young to old just scattered about. Just tragic...

We often think we have it tough until something like this happens and it puts things back into perspective. I just can't imagine what the people of Haiti are going through when day to day living is a struggle without such a tragic occurrence. Kids losing their parents just wandering the streets. Parents searching for their children in hopes they had survived. Family members searching for loved ones with lost hope.

As the updates came in..There were miracles. Some surviving under rubble for days, and even weeks. Truly just miracles.

The attempted help poured in from everywhere. We all have heard how hard it is to get the help in as quick as they would like to. There are delays, hurdles, and even cancellations. I know we all had thoughts of wishing we could be there to help in one way shape or form.

Yes, NCR's very own John Dunkel is a big part of helping out in the poorest nation of Haiti. John and his wife Jennifer are just two amazing people that have not only raised money for Haiti but yet are right there for the hands on help as well. This help began long before the Haiti earthquake but certainly makes for a greater need of help during times like that and those struggles over there still continue daily.

Project Rennwish is a 501(c)(3) nonprofit corporation dedicated to changing the lives of children and families in need by providing food, shelter, clothing, education, and medical assistance. Worldwide in scope, our purpose is to make available programs and assistance that directly impacts and positively reinforces personal and family values regardless of race, color, nationality or financial means. Our objective is to provide an improved way of life and value based lifestyle to impoverished regions which positively influences the greater society.

John and his wife, Jennifer, have spent the last seven + years raising money from private people and building schools and orphanages in Las Cais, which is located in the southern portion of the Caribbean island nation of 9 million people. Yes you read that right. 9 million people!

John's group Project Rennwish, Inc., uses its website, www.rennwish.org, to generate interest in helping Haiti with its many challenges. John was ready to announce his new project before the earthquake happened. This to be put on the back burner to focus all their efforts on the safety and well-being of the earthquake's survivors and their families at this point.

continued on page 12 ...

MEMBERSHIP



Janet Quintero

New Members:

Rick Christofferson

Ann Christofferson – Family Member

Sugar Hill, NH – 1983 911 SC

Transferred from Redwood Region; joined PCA 4/11/2004

Kevin Getty

Meredith, NH – 2002 911

Steve Sanger

Portsmouth, NH – 2010 Boxster

Tom Sullivan

Diane Sullivan – Family Member

Newport, NH – 2011 GT3 RS

Member Anniversaries:

1 Year

Bill Haberlin

Newfields, NH – 2012 911

Dave Malcolmson

Jonathan Malcolmson – Family Member

Wilton, NH – 2003 911T

Stuart Needleman

Moultonboro, NH – 2008 911

2 Years

Tate Curti

Manchester, NH – 2002 Carrera

Russ Gaitskill

Sugar Hill, NH – 1987 911

William Jacob

Elizabeth Jacob – Family Member

Bow, NH – 2003 Boxster

Ed Moschella

Weymouth, MA – 2012 Cayman R

Jerald Nine

Bedford, NH – 2005 911

5 Years

Jim Graham

Sarah Witt - Affiliate

Concord, NH – 1996 993

Charles Staab

Nashua, NH – 2005 Carrera 2S

Jeff Stillson

Kim Kojak – Affiliate Member

Merrimack, NH – 2002 Boxster

10 Years

Thomas Breen

Tyngsboro, MA – 1987 944

Ollie Lucier

Audra Tella – Affiliate Member

Rindge, NH – 1998 Boxster

Roger Nowak

Exeter, NH – 2003 Boxster S

continued on page 13 ... Please notify the membership chair: membership@ncr-pca.org if you have changed your address.



Rich Willey

Where The Rubber Meets The Road

NCR is off and running for another fabulous year. I hope you have been checking the calendar and have picked the events which strike your fancy. I especially hope you have signed up for one of the Zone 1 events later this month or you are at least coming out to see the cars on display at the Red Hook brewery in Portsmouth.

So far we have had a Yankee Swap in January and several tech sessions during the winter months. On April 6th we held the annual Introductory Session for members who wanted to know more about NCR. Hopefully we will see them all at future NCR events. Many thanks to Harry Robinson at Porsche of Stratham for allowing us to use their facilities again this year.

We also held our annual car control clinic in a NHMS parking lot on April 27th. What a great way to learn about your car's capabilities, whether it's a Porsche or the family sedan. The clinic includes a wet skid pad, as well as handling and breaking courses. I think everyone who participates has fun and learns a bit more about their car and their own ability. I know I did last year.

NCR's High Performance Drivers Education (HPDE or DE for short) season kicked off at NHMS on April 13-14. It was our annual Make-a-Wish event too. I'll relate my experiences from that event in next month's column

Correction: Last month's column included a mention of exotics at the Geneva Auto Show. I stated that no new Porsches were introduced. While no new super exotic Porsches (see below) were introduced the new GT3 was on display. A new Turbo is on the way this summer. PDK only.

Other Porsche news:

Porsche purchased the Nardo test track in Italy. Sort of the fox-in-the-henhouse approach to testing. Porsche has not decided when (not if) it will produce a small, i.e. 4 cylinder turbo engine, but when it does, the four banger it will not go in the 911. Look for it in future Boxsters and Caymans.

This month's Car and Driver featured 25 cars worth waiting for. One was a Porsche 960!! A mid-engine Porsche super car, with either a horizontal V8 or boosted flat 6 built to compete with the Gallardo, R8, and the 458 Italia. Price tag? Estimated at \$850,000. Delivery? 2017.

Musings #1:

Those of you who follow Jay Leno's Garage on You Tube or generally know that Jay is a car guy in the extreme, may have heard of the Blastolene Special. It sprung from the minds of Michael Leeds and Randy Grubb, both experienced glass blowers. Go figure!

When asked how he designs a bespoke car, Randy says he starts with a motor and the rest just sort of flows from there. His motor of choice more often than not is a truck, tank, or industrial V12. Randy is not "Green". "Piss'd of Pete" is his newest creation and I think it's my favorite, but it is a difficult choice. If I have peaked your interest, check out www.blastoland.com or search for Blastolene or Randy Grubb on You Tube. It will blow your mind!

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Mark Watson **MY SPIN ON THINGS**

Let me start off by stating that “it did not snow at the Opening DE event held on the 13th and 14th of April at NHMS”. That was the day before..... We did however experience rain (of varying degrees), wind (almost constantly) and the occasional blue/sunny sky (rare but kept everyone hopeful). Despite all of that, we had a fantastic Opening Day to the 2013 DE season. Enrollment was very good and nicely balanced amongst all the run groups and of course the Make A Wish activities were super. Ivy had a conflict – attending some golf tournament down in Georgia so Paul Tallo and Jay Gratton stepped up and managed the MAW activities. Tents went up, stickers and wrist bands were dispensed, drivers meetings were held and then at around 12:30 the parade laps started and continued for the next hour before turning the track back to the DE participants. I am sure there will be more written about the day by Paul and Jay so just let me say that your DE Team and all of the DE participants were extremely proud to be able to help fulfill the wishes of these very special people. We look forward to helping in whatever capacity we can next year. AWESOME JOB!!!

So here is a couple of my learnings from the weekend – it can be colder inside a garage than outside, when the wind is blowing it helps to close the garage doors to prevent the wind tunnel effect, even with the doors open garages work fairly well when it rains, it can be much warmer inside your car (even without running the engine) than the outside temperature and most importantly – we had a really great group of drivers who attended the event. With all the funky weather, we really stressed the need to manage our driving to match the available grip on the track at any point in time. I think everyone understood the challenge and worked very hard to keep their car between the white lines and pointed in the proper direction. Of course, we had a few spins but overall everyone exercised good judgment and demonstrated excellent car control skills – the fundamental premise of DE!! Great job and keep focused on matching your available grip to the track conditions throughout the remainder of the season. Remember, grip comes and goes based on track surface temperature, surface morphology, tire age, pressure and temperature and how smoothly you can manage all those weight and force transitions that occur when you brake, accelerate and turn. It's complicated stuff if you worry about the math but it's lot more obvious once you spend time driving on the track and talking with more experienced drivers.

Do you remember the debate we had last year regarding how best to secure video cameras, personal timing devices and other in-car monitoring devices? We agreed that the suction cup attachments were acceptable but we wanted the owner to pull and tug on the device to make sure it was secure. Well, we had a report of something flying out of a car and it turned out to be a cell phone that was being used as a video camera. When I talked to the driver to see what happened, they admitted to attaching the suction cup to the windshield but failed to engage the secondary locking mechanism. Everything stayed attached to the car during the warm up laps but failure occurred once the car was at speed. It was fortunate that the assembly exited the car as opposed to falling on the floor and possibly getting behind a pedal.

The mounting mechanism was within the design limits and was suitable for use on the track; so we assign this ‘incident’ to driver error. Please make sure you use all of the safety mechanisms built into these devices and get into the habit of checking the strength of the attachment every time you get ready to drive. At this point, we are not changing our policy with regard to use of these devices and how they are attached to the vehicle but please remember that it is up to you to make sure your car is safe to enter the track. BTW, I'd like to thank the driver for their open and honest discussion pertaining to this ‘incident’. Let's all learn from it and all become better and safer drivers.

We are off to a great start for the 2013 DE season. Check out the schedule at the end of the article and take advantage of the events that are available through our combined North Country and Northeast DE programs. There should still time to register for our next NHMS event on 27 & 28 May and our Limerock event on 10 & 11 of June. Phil Lombardi has agreed to attend the May event to help with our special topic and to provide some private coaching.

On a personal note, I also like to thank my students and those who let me take a ride with them. Getting to 'work' with you is just another reason why our first event was so special.

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

2013 NCR, Zone 1 and NER Drivers Education Schedule*

May 07 & 08	NHMS	NER DE
May 27 & 28	NHMS	NCR DE (DE Open House & Garage Party on 27th)
June 10 & 11	LRP	NCR DE; Garage Party on the 10th
June 14 & 15, 16	Watkins Glen	Zone 1 Instructor day & DE
July 08, 09 & 10	Mt Tremblant	NER DE
July 12, 13 & 14	Calabogie	NER DE
August 06 & 07	NHMS	NER DE
August 23, 24 & 25	Watkins Glen	NER DE
October 10 & 11	NHMS	(NCR DE; Track Dinner on the 10th)



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continued from page 07...

Oh how they have done so many wonderful things for a troubled nation. John noted they were inspired to help the Haitians after a visit to the country for the first time in 2005. John has gone over at least two times now since the devastating earthquake. Wanting and needing to help even more. I can't imagine what it is like for John to be in Haiti helping out directly. Not just raising funds to help but yet with his presence gathering whatever is needed. Such as things like medical supplies, water, and anything else they can help with. I could go on for hours talking about John and Jennifer Dunkel. There really are not enough words to thank them for what they do.

To make a donation: Please make all checks payable to: Project Rennwish, Inc. and send it to Project Rennwish, Inc. C/o WGSS Ventures PO Box 4219 Portsmouth, NH 03802-4219 USA. If you do send a check – please e-mail them the date it was sent and in the memo area, please note any special wishes. You can do that via their website. Please also visit the Rennwish website to donate via PayPal.

Please follow along on all updates of Project Rennwish on facebook by going to

<http://www.facebook.com/pages/Project-Rennwish/260653802620?v=wall>

Or go to the website to either donate or follow along at <http://www.rennwish.org>

Please think about donating as it is a wonderful cause. They need our help.

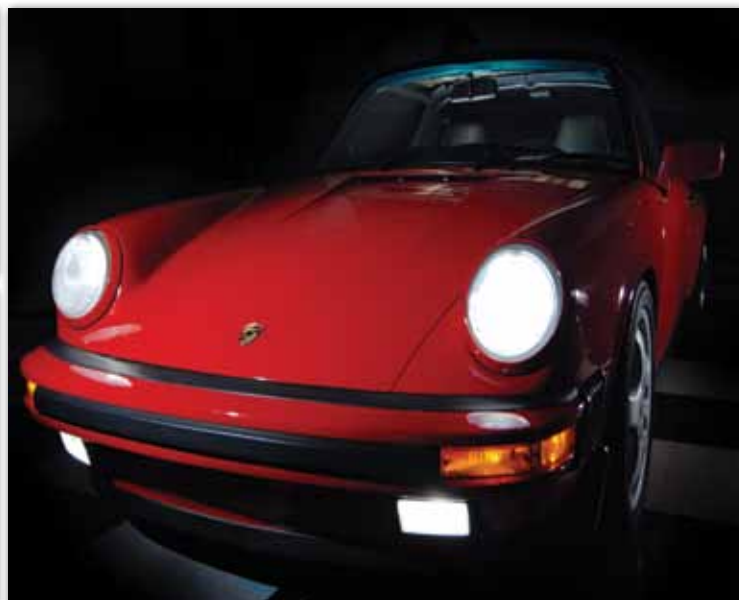


JOHN AND JENNIFER...Thank you! Thank you for all that you do and have already done for the people of Haiti.

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Cont'd 10 Years

William Shields
Milton, MA – 2002 996

David Strahan
Dawn Strathan – Family Member
West Swanzey, NH – 1984 911

May 2013:**New Members:**

Alan Berko
Waterville Valley, NH – 1997 Boxster
Transferred from Northeast Region; joined PCA
11/1/97

William Coffill
Janice Coffill – Family Member
Hudson, NH – 1978 911 SC

Peter Klevitch
Alexandre Klevitch – Family Member
Somersworth, NH – 1982 911 SC

Cameron Martineau
Hampstead, NH – 1986 944 Turbo

Brent Torre
Concord, MA – 1998 Boxster

Member Anniversaries:**1 Year**

Robert Bonanno
Judith Bonanno – Family Member
Sunapee, NH – 2012 911 Cabriolet

Amy Hoke
Gilford, NH – 2009 911

Corrine Vitolo
Jonathan Vitolo – Family Member
Rye, NH – 2013 Panamera

May 2013

2 Years

Grant Kaiser
Sharon Kaiser – Family Member
Greenland, NH – 1972 914

Audi Pauliukonis
Carrie Pauliukonis – Family Member
New Hampton, NH – 1986 911

John Schwope
North Hampton, NH – 2011 Cayman

5 Years

William Matott
Joyce Matott – Family Member
Manchester, NH – 1964 356C

10 Years

Chris Auty
Alex Auty – Family Member
Durham, NH – 1998 Boxster

Norman Bickford
Jennifer Pelzar – Family Member
Monsey, NY – 1986 944

Andrew Fenn
Maria Fenn – Family Member
Peabody, MA – 1987 924

Dale Gordon
Kara Gordon – Family Member
Newton, NH – 1979 930

Greg Osche
Elizabeth Osche – Family Member
Acton, MA – 2001 Boxster S

15 Years

Kevin Bobbitt
Laura Bobbitt – Family Member
Merrimack, NH – 1988 944 S2

20 Years

Rick Kelly
Ann Kelly
Greenland, NH – 1985 911

25 Years

David Rosette
Kim Weeks – Affiliate Member
Amesbury, MA – 1986 930

30 Years

Robert James
Gardiner, ME – 1977 911

continued from page 09...

Musing #2

There was an article in the April edition of Grassroots Motorsports magazine on Jim Downing, the co-founder of the HANS device company. After 22 years he sold it to Simpson which previously bought Safety Solutions, another head restraint manufacturer. Anyway, for me the interesting bit was how difficult it was for Downing to convince race car drivers to wear a HANS. He went to NASCAR in the late 90s and while drivers were willing to try it on, their reaction was that it was too heavy, too bulky, restricted their vision, etc. But he kept at it and then Daytona 2001 happened. Dale Earnhardt died of a basilar skull fracture after what seemed to be a benign collision with the wall. He was dead before the car stopped sliding. The only NASCAR driver who refused to even try Downing's device a few years earlier?? --- Dale Earnhardt. We know that the pro driving series require a head restraint system, but that is only about 20% of the market. If you use harnesses, you owe it to yourself to at least try one on, be it HANS or Simpson's Hybrid or Necksgen's restraint. HMS Motorsports in Danvers MA sells HANS and you can find all of them at several online stores.

P.S. I bought a NECKSGEN.

Musing #3

Last year a number of us toured the Factory Five facility in Wareham, MA. They make Cobra kit cars and have branched out to make a GTM Super Car kit as well as a 33 Ford kit. Thought you might like to know that one of their 33 Fords sponsored by Ridetech won the pro division of the 2012 Good Guys National autocross (Solo) series. A 33 Ford autocrosser!!! Watch out Ollie.

Musing #4

It's official. Grand Am and the American Le Mans series have merged for 2014. They will be sponsored by Patrón Tequila and with a new name: United Sports Car Racing (USCR). Just roles off the tongue don't you think? To complicate matters, the new series will be sanctioned by IMSA, the International MotorSports Association. And just to make it more interesting they signed a licensing agreement with IRe.V., the folks who run the European DTM (i.e. Super Car) events. Which means you may see Touring Car races at USCR events in a couple of years.

Magnus Racing Update Results from April 7th at Barber Motorsports.

Magnus qualified the GT3 Cup Car 6th when a late qualifying hot lap was spoiled by another cars accident. Gas strategy was critical in the race and Magnus was on pace for a high finish when a radiator puncture forced them to nurse the car to the end and a 6th place finish in GT class, which was won by a Camaro that also qualified on the pole. The first 5 places were taken by V8 cars with Magnus once again being the highest placed Porsche. Magnus retains their Grand AM GT points lead. The number 36 BGB Porsche Cayman won the GX class making it 3 for 3 in GX. Next up, Road Atlanta April 20th.





Judy Hendrickson **LOOKING BACK**

Well, it's April 7th as I write this and most of the snow has left the yard in Nashua and only the large piles at the end of the parking lot at the condo in Campton are left, but there is still plenty of snow on the ski slopes. Most NH areas extended their closing to April 14 and as of April 4th at Bretton Woods I was still skiing on true packed powder and April 5th at Waterville Valley it was butter soft classic Spring skiing conditions. I am looking forward to my last 2-3 days of skiing this coming week and then it is back to Nashua to finalize all the paperwork for student/instructor assignments for our first DE of the season, April 13-14 at NHMS. Mark Nadler and Matt Romanowski are hustling to put the finishing touches on the winter upgrades for Chiquita and be ready for the first outing. I usually have some down time to transition from ski season to driving season but not so this year!

April is always a busy month for me – taxes and car registrations/inspections, but this year I discovered that NH antique registered automobiles 40 years old and older only have to be inspected biennially so I am able to forego that expense and effort this year for the 356 and the 914/6 although Mark Nadler of EXOTECH always gives them a good “once over” each fall when they get their annual oil change in prep for the winter down time.

As mentioned before, 1983 was a sparse year for Northlander with their being only Summer, Fall and Winter issues, so I will wait to peruse the “Summer” issue until we get there. In going through the 1993 and 2003 issues a number of “facts” were learned: Northlander started monthly issues with the May 1993 edition, membership grew from 230+ in 1993 to 462 in 2003, the 1993 Membership column (The Starting Grid) announced the birth of Russell Talbot (March 27th at 7lbs 4.5oz) and Janet Leach now Quintero was/is Membership Chair. The 2003 issue read well with great articles about the Spring Rally and Car Control Clinic – wish I had looked ahead and run the Car Control article last month as a promo for the same event this April 27th. The 2003 Make A Wish event was apparently in May and a wet one given the cover shot. The stance of the unknown photographer in the foreground evokes Matt Romanowski, but I'm not sure. But I do note that SIX is third in line to give rides to the MAW kids.

For reprint this month I settled on an article from the 1993 issue on a member's visit to the Geneva Auto Show that year. The “pre-production” Boxster was still all the rage and custom Porsche “body-builders” (Strosek) were popular. I do wish there were a better way to scan the old B&W halftones so they “reprinted” better, but there is just so much my scanner software will do. So apologies for the quality of the photos, but better to have some even of low quality than none at all.

From Volume XVI, Number 3, May 1993



Cover photo: Dick Horan explaining the function of a Bosch© air flow sensor at the Precision Imports Tech Session, Photo by: Doug Hendrickson.

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63E SALON DE L'AUTO – GENEVE (THE GENEVA AUTO SHOW)

Article and Photos by PETE ENGEL

A chance look at the German language newspaper Blick on a flight from Zurich to Prague in the Czech Republic caused us to change our plans when we returned to Switzerland. The Geneva Auto Show was on and we weren't going to miss it. Our friend Erika, who we were visiting, offered to stay with our son Zack at her farm while we went off to Geneva. The show in Geneva is one of the largest in the world and not particularly suited for six year olds but is suited for adults so we knew we could count on Erika's father Sami to join us.



The interior of the New Speedster shares the lightweight bucket seats seen in the European-only 968 Club Sport.

The two and a half hour train trip deposited us at the entrance to the Palexpo and a short walk led us to the first hall; a glance around and Porsche was nowhere in sight, but this show is so huge there's not much time for backtracking. It didn't take us long for us to hit our first bit of Porsche gold. When we came upon the Strosek - Fab fabricators and tuners they were taking an order for a Strosek Porsche Speedster. The car they were showcasing on the floor was pinkish-purple in color and absolutely gorgeous. Widely reported in the U.S. to have a price of \$108,000, if you can live without the polyellipsoidal headlamps, and prefer standard Porsche headlamps, you can save yourself six thousand dollars. Further exploration of this

hall revealed several supercars in the half to one million dollar range, including the new McLaren streetable Formula One car.



The curvaceous lines and the tail light treatment of the Boxster are probably some of its finest design features.

Walking up the stairs to the next salon (hall) put us exactly where we wanted to be, right in the middle of Porsche heaven - THE TOYS -the new Speedster in yellow with color-keyed wheels, a Turbo 3.6 in a wild metallic blue, the new Carrera 4 widebody serial no. 001 in violet, a beautiful 30th Anniversary model, and of course, the Boxster where the crowds were. Silver is one of my favorite colors and that helped to make the impact of this beautiful design even more impressive; clearly taking Porsche back to its roots and aimed towards the customer that has been at the core of Porsche's success for decades, the Boxster is both retro and future all at once. The two-seater cabriolet design and the reported power by boxer engine (possibly water cooled) is aimed at the Porscheophile and the target price of under \$40K should make the Boxster a runaway success. Unfortunately, Autoweek has reported that much of the newly-designed dash will have to be nixed in order to meet price restraints; I thought it was one of the most impressive attributes of the new design, but what does it matter as long as it goes fast.

continued on page 17..

Too bad the marvelous dash with all it's High Tech features is unaffordable in a car with a target price of under \$40,000.



The Speedster is now built on a standard Carrera 2 body instead of using the wide "Turbo-look" as the 1989 version did.

It was quite an impressive show and a real treat. If you happen to be in Europe during the first two weeks of March, the Geneva Auto show should be on your list of must do. Now if I could only borrow that Turbo for a few days on the Autobahn . . . pete

The Volume XXVI, Number 5, May 2003 cover



Cover Photo: A great photo opportunity presents itself – lined up for the MAW rides. Photo: David Churcher.

Bill Binnie Tour - more next month.

Photographs By Paul Tallo.



Stunning Mercedes.



A few more of the beautiful Binnie collection.



Is that the Photographer enjoying the car collection?



Yellow Lotus 23 - Ivy likes this one.



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Tech Tactics at Precision Imports

When: 10am to 3pm May 4, 2013

Where: Precision Imports, 183 Faltin Drive, Manchester, NH Located off of South Willow Street.

What: This will be like a Mini Tech Tactics here in NH. Dick Horan and Bruce Whittier have put together a great day long presentation.

Session one, Dick will be covering the C.A.N Bus system

Session two, Bruce will be covering his new book on track and autocross. The plan is to also include several other sessions with speakers from, Mobil 1, a well know tire company, several other shop owners from New England and Porsche related venders.

There will also be a lunch served at 12:00.



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2013 Autocross Season

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

Date	Location	Event
Saturday, May 11	NHMS	NCR Autocross #2
Saturday, June 1	Devens	NCR Autocross #3
Sunday, July 14	Devens	NCR Autocross #4
Saturday, August 3	Devens	NCR Autocross #5 / Wounded Warriors Benefit
Saturday, August 24- Sunday, August 25	Devens	NCR Autocross #6 / Zone 1 Autocross
Saturday, September 7	Devens	NCR Autocross #7

New Member Social:

Article By Rich Willey and Photographs By David Churcher.

NCR held its 3rd annual overview of NCR activities for new and existing members at Porsche of Stratham on Saturday April 6th. Board members and committee chairpersons explained their area of responsibility, outlined the activities they have scheduled for 2013 and answered member questions. While the turn-out might have been larger, the attendees were enthusiastic about this year's schedule and we hope to see everyone at one or more events.

Many thanks to Harry Robinson for hosting us at Porsche of Stratham again and to Marilyn Willey for the terrific assortment of food and drink, which everyone enjoyed.

It was also an opportunity to see a new 2013 Cayman up close. Great looking car!!



President Matt Romanowski and VP Rich Willey explain what the Region is all about.



Joe Kraetsch explaining the ropes of DE.



Edgar and Nancy Broadhead discussing region fun.

continued on page 22...

continued from page 21...



Janet Leach enjoying the tasty strawberry with a smile during NCR New Member Social. There is no question that we are all about fun. Also in this picture Laura and Bob Futterer, Dick Demaine, Hank Cowles, Dave Logan, and Paul Tallo



Paul Tallo and Ivy Cowles discussing the Charity aspects of the club along with the upcoming Make-A-Wish event that took place April 13th.



New Member Social fun!

Festivals of Speed By Ken Perry-FCR

The secret is out; The new term is Amelia Week. There is more for us car nuts to see and do in Northeast Florida in early March than ever before. Over the past 16 years we were blessed to have the Amelia Island Concours and that saved us car enthusiasts from schlepping over to the West Coast in August if we didn't want to for all the events at Pebble Beach. In 2012 we had a new event, the Concorso Atlantico featuring exotic cars from Italy at the Omni Plantation just a few miles south and a day earlier than the Concours. In 2013 the Concorso Atlantico stepped aside to let the first annual Festivals of Speed occupy the amazing 9th and 10th holes on the Plantation's majestic golf course.

To complement the automotive elegance, the event planners made provided for soft jazz, luxury lifestyle displays, and sumptuous snacks perfect for tossing to Bentleys and Ferraris as they hop up on their hind wheels. The festival also attracts speedy species of watercraft, aircraft, and custom motorcycles, as well as classic and restored cars submitted by local auto enthusiasts. Alongside its vehicle lineup, the festivals also showcase jewelry, fine art, real estate, and culinary gems to cater to all manner of luxury aficionado. Who says that loving cars requires one to get greasy?

The premise of the Festivals of Speed is a simple one. You register your car and if it fits their criteria of something that people will want to see, it's accepted. End of story. There are usually two events associated with the Festivals of Speed. First a cocktail party that features music, fine food and amazing drinks the day before and the main event; a judged concours that has categories for both classic and new automobiles judged on how they are presented and how the crowd reacts to them.

This year's inaugural event was full to capacity and the Florida Crown Region helped out when and where we could. From parking, to coordinating the placement of cars, to judging and finally trophy presentation we filled in to have the event go off without a hitch. This is one of the reasons I joined the Porsche Club. We can't get this kind of experience outside of a club like ours.

Visitors were able to view luxury automobiles from Lamborghini, Aston-Martin, Ferrari, McLaren, and Bugatti alongside custom motorcycles and racing boats. New and vintage models are displayed on the golf course at the Omni Amelia Island Plantation Resort.

Inspired by his own love of exotic cars, Joe Sabatini's Festivals of Speed has been parading a fleet of the world's snazziest automobiles before crowds at several fancy Florida hotels and resorts for a full decade. His who's who list of cars includes vintage and contemporary models from Porsche, Lamborghini, Bugatti, Rolls-Royce, and Aston Martin, some so frighteningly aerodynamic that the wind refuses to blow on them. All rest in silent repose, waiting to be unleashed to qualified drivers through a special Ride and Drive program. www.festivalsofspeed.com



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May 2013

23 Northlander



Hey...this beautiful car at Festival of Speed matches the color of Jelly Bean!



Ivy would like this tail on her Cayman S - what a stunning car!

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NCR Make -A-Wish April 13, 2013 -New Hampshire Motor Speedway.

Story By Biff Gratton and Photographs by David Churcher.

What a success!! There were smiling faces on all who attended, children, parents and Drivers, along with Parade lap participants. Thanks to all who attended and gave so generously in time and donations. Donna Parker from Make a Wish tells us that this is the most anticipated event of the year for the kids and they start asking about the schedule in January. Donna states this is "The best one hour in New Hampshire". She feels that this was a record breaking year for attendance.

Miss New Hampshire arrived to the delight of the kids and oldsters alike. She spoke at our drivers meeting and explained she too had been a MAW child, her wish that was granted and her recovery. She spent time after the meeting with the children, picture taking and signing Porsche posters, delivered by Cidalia Schwartz from Porsche of Nashua. Cidalia arrived along with 8 Porsche of Nashua customers supporting the event, donation check in hand, and the supply of posters and flags for the MAW kids. Faith is the MAW child pictured with Miss NH. (shown in the in the cover photo.

A record number of cars were involved in the event this year, making for some confusion on the pit wall, but with so many volunteers working that area, we kept everyone safe and children hopping from car to car. Thanks to Paul Tallo for his expertise in running the MAW event and providing "cushions" for the little ones to be able to see where they were going.

With a record number of participants in Parade Laps, Corporate Sponsors, CPI of Dover, NH and Formax of Dover, NH and Jim O'Brien of Peabody, Ma., shirts sales, raffle ticket sales and those who gave so generously, this should be a banner year for our MAW charity fund.

Thank you Paul, Jay, Miriam and the rest of the crew that helped in my absence. (From Ivy)



Paul Tallo, Miss New Hampshire, and Jay Gratton all smiles for the 2013 NCR Charity Event for MAW.

Continued on page 27...



Make-A-Wish Day Smiles - A Fathers Love.... Priceless!



Thumbs up express the great fun that was had by all!

Continued on page 28...



That smile says it all!



This stunning color not only looks good on a Cobra , it would look great on a Porsche as well.

NCR DE #1 - April 13-14th 2013.



A happy 911!



Drivers were greeted by a wintery scene upon entering NHMS for the first DE of the 2013 season



NCR Driver's Ed is truly a family affair.



Can you guess what well known DE instructor chose this headlight protection for his Porsche?



Matt and Judy's Chiquita.



#905-GT3RS



Jaime in deep thought.



The line up for pit-out.

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Smiles and Autographs, nothing better!



May I please ride next in your beautiful Porsche?

Lining up for Charity Laps - so many nice cars to choose from.



It may not be a Porsche but the Cobra's sure are beautiful.





Zone 1 Rally and Concours

May 18 - 19, 2013

Hosted by North Country Region

Well it's not too early to think about Spring! Reach under your car covers, loosen those trickle chargers (if you have one), and shake off the remnants of that winter malaise.

The Annual Zone 1 Concours & Rally will be held on the NH/ME Seacoast the weekend of May 18 & 19, 2013. Weekend activities will include a Saturday Touring Class & People's Choice Concours at the Redhook Brewery, 1 Redhook Way, Portsmouth, NH 03801 and a Sunday Rally to York ME.

Saturday, May 18th is the Concours, bring your favorite car to the Red Hook Brewery (<http://redhook.com>). Registration begins at 10AM. Look for the signs. You can also find Concours details and information on the Zone 1 website (<http://zone1.pca.org>). The \$10 People's Choice entry fee will be donated to MAKE A WISH.

The Saturday evening dinner will be held at the Cochecho Country Club, Dover, NH. - Dinner selection & final price TBA, but advance registration is required for a head count. We'll let you know selection and price as soon as we finalize them. Lets see how many Porsche's will be in on this convoy to Dover.

Sunday's Rally begins at 9AM with registration at the Redhook Brewery, followed by the drivers meeting at 9:15AM. First car off at 9:30AM and then you're off against the tricks and treats of the NCR Rallymasters! What will they be up to? The Rally route should take about 2-2 1/2 hours along the picturesque New England Coast and end at the beautiful Stage Neck Inn in York ME, <http://www.stageneck.com>, where a Sunday buffet (to be paid by each attendee) will be waiting for us. There will be a brief awards program.

THIS EVENT IS NOT TO BE MISSED!

The host hotel will be the Homewood Suites in Portsmouth NH. 100 Portsmouth Boulevard Portsmouth, NH. The Hotel will fill up quickly as there are three graduations in the area that weekend - so call them and book now. Call the hotel directly 603-427-5400 or FAX 603-427-5410 using the group code PCR for the Porsche Club group -OR- Online at www.portsmouth.homewoodsuites.com: enter dates of arrival and departure, and be sure to click on the "Add Special Rate Code" button. There you will see a group code box appear, where you will enter PCR. This will pull up the group rate. It is a two night minimum for the group rate. Without the two nights the rate will not show in the system. Blocked rooms will only be held until 17 April 2013.

Register at www.clubregistration.net OR Complete the Registration Form below and mail to: Jay Gratton 747 Mammoth Road, #3, Manchester, NH 03104. **Make checks payable to Zone 1 PCA.**

For any questions email Jay Gratton - jeg914@aol.com

..... ✂

NAME(S) _____

ADDRESS _____

EMAIL _____ PH# _____ REG _____ PCA# _____

CAR YR _____ PORSCHE MODEL _____ COLOR _____ Body Type _____

POSTMARK BY 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @	\$40 =	_____
People's Choice* & Rally	___ @	\$25 =	_____
Touring Concours Only	___ @	\$30 =	_____
People's Choice* Only	___ @	\$10 =	_____
Rally Only	___ @	\$15 =	_____
Saturday Nite Dinner	___	TBA	_____
TOTAL ENCLOSED			_____

POSTMARK AFTER 5/01/2013

ITEM	QTY	PRICE	TOTAL
Touring Concours & Rally	___ @	\$45 =	_____
People's Choice* & Rally	___ @	\$30 =	_____
Touring Concours Only	___ @	\$35 =	_____
People's Choice* Only	___ @	\$10 =	_____
Rally Only	___ @	\$20 =	_____
Saturday Nite Dinner	___	TBA	_____
TOTAL ENCLOSED			_____

Do You Recognize This NCR Member??

Photograph by ???????



TRACK CAR PHYSICS 101

Greg Osche

4: DRAG FORCES

Thus far we have investigated the advantages of reduced weight to enhance the power-to-weight ratio of a vehicle. The power-to-weight ratio is a key parameter that represents the ability of a vehicle to accelerate in a straight line. However, weight by itself is also important for braking and cornering so there is ample motivation to make a track car as light as possible. However, managing inertial mass is quite different than managing resistive or drag forces. The latter includes frictional forces such as rolling resistance of the tires and internal frictions due to the engine and drive train. Aerodynamic drag is also a resistive force but is even more deleterious than frictional forces since it rapidly gets worse with speed.

The fundamental difference between drag and inertial forces is that the former consumes power even at constant speed while the latter consumes power only during acceleration. Remembering that Newton's first law of inertia states that a body in motion will remain in motion unless acted on by external forces it follows that no power is required to keep a vehicle moving unless there are drag forces. Internal frictional forces translate into external drag forces via contact of the wheels with the ground, the latter producing a force opposite in direction to that of the vehicle. This must be counteracted by an applied force (provided by the engine) in the direction of motion, any force left over being available for acceleration.

With this understanding the sum of all drag forces can be written

$$F = Ma = F_{app} - F_{aero} - F_{roll} - F_{int} \quad (1)$$

where F is the resultant force, M the vehicle mass, and a the acceleration. From this we see that reducing the mass of a vehicle will result in improved acceleration as long as F is greater than zero. So lighter is always better, but as we will see aerodynamic drag ultimately reduces F to zero if the speed is great enough thereby determining the maximum speed of the vehicle.

The rolling resistance and internal frictions are typically constant with speed although the former tends to grow above 100 mph for some tires. However, compared to aero drag it remains relatively small. We will therefore focus our attention on aerodynamic drag as the dominant resistive force, rolling resistance and tire behavior being topics for a later discussion.

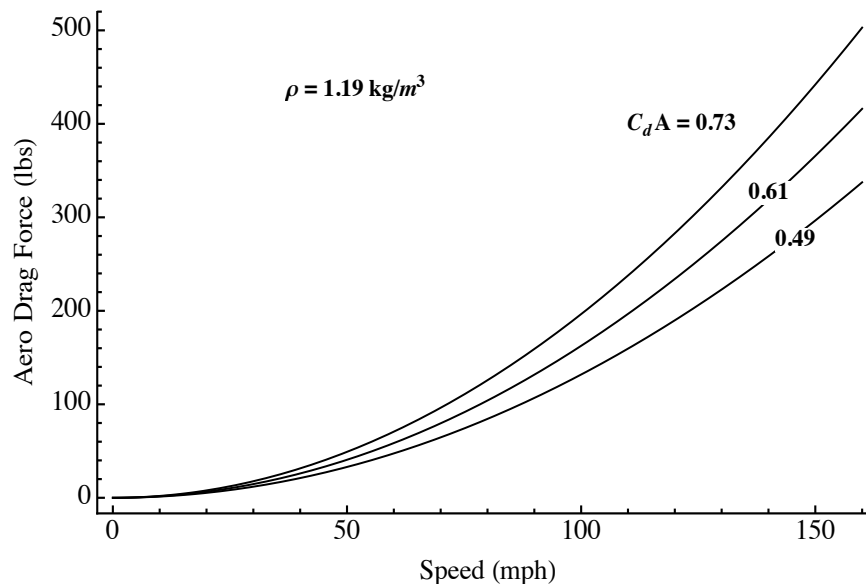
In physics, aerodynamic drag is a subset of fluid mechanics that is sufficiently complex that a detailed derivation of the drag formula cannot be given here (for those interested, see Fluid Mechanics by Landau and Lifshitz). Instead we will simply write the formula as

$$F_{aero} = \frac{1}{2} C_d A \rho v^2 \quad (2)$$

Here C_d is the drag coefficient, A the frontal area of the vehicle, ρ the air density, and v the speed of the vehicle. C_d is a dimensionless number that characterizes the effect of the shape of the vehicle and its surface finish on aero drag. For modern sports cars it ranges from about 0.27 to 0.33, sedans being somewhat higher (the Hummer is worst at 0.57 while F1 racecars are the worst of the worst ranging between about 0.7 and 1.2 depending on wing angles). An extensive listing of drag coefficients for a variety of vehicles can be found in Wikipedia under Automobile Drag Coefficients.

The frontal area is somewhat more difficult to estimate. It is defined as the geometric cross-section of the vehicle or, in simpler terms, the area cast by a shadow of the car illuminated from the front. For most modern Porsches it is about 19 – 22 sq ft (1.77 – 2.04 sq m). Aero specs can also be given in terms of the drag number C_dA originally introduced by Car & Driver Magazine. A plot of Equation (2) is shown in Figure 1 for three different drag numbers, the middle one corresponding to a 2001 Boxster S. They are $C_dA = 0.34 \times 2.16 = 0.73$, $C_dA = 0.31 \times 1.96 = 0.61$, and $C_dA = 0.28 \times 1.76 = 0.49$.

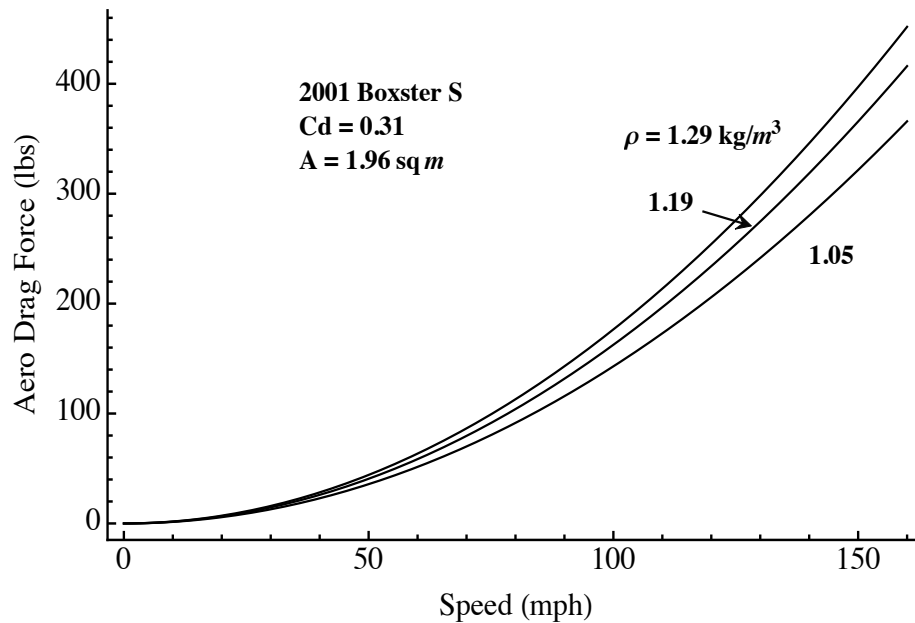
Figure 1. Aero Drag Force vs. Speed



The air density ρ is defined as the mass of air per unit volume and is in general a function of both humidity and altitude. For dry air at sea level it is given by a relatively simple formula but for humid air it is more complex so will not be discussed here. It is usually defined in the metric system where it ranges from 1.29 kg/m^3 for dry air at 0 deg C (32 deg F) to 1.046 kg/m^3 for 99% relative humidity at 40 deg C (95 deg F). Thus humid air is lighter than dry air because water vapor is lighter than the air molecules that they displace. As in baseball where hot humid conditions favor home runs, on the track it can increase the top end of a sports car by 10 to 20 mph.

The aerodynamic drag force given by Equation (2) is plotted in Figure 2 for the case of a 2001 Boxster S with $C_d = 0.31$, $A = 1.96$, and three different atmospheric conditions; $T = 0 \text{ deg C}$ and $RH = 0\%$, $T = 20 \text{ deg C}$ and $RH = 50\%$, and $T = 40 \text{ deg C}$ and $RH = 99\%$. These correspond to air densities $\rho = 1.29 \text{ kg/m}^3$, $\rho = 1.19 \text{ kg/m}^3$, and $\rho = 1.05 \text{ kg/m}^3$, respectively. It can be seen that over 400 lbs of drag can occur near the top speed of the Boxster (factory listed at 161 mph) and that different atmospheric conditions produce very different drag forces.

Figure 2. Aero Drag Forces vs. Speed



Of more concern to the driver is the impact on available power to accelerate the vehicle. In that case we note from the table in Article 2 that the power expended in overcoming a resistive force is equal to the force times the velocity. The power loss due to aero drag is therefore

$$P_{aero} = F_{aero} \times v = \frac{1}{2} C_d A \rho v^3 \quad (3)$$

This equation is a function of the speed cubed, which means that power lost to aero drag grows even faster with speed than the resistive force. If we neglect for the moment forces due to rolling and internal friction Equation (1) becomes

$$P = P_{app} - P_{aero} \quad (4)$$

Equation (4) is plotted in Figure 3 for several values of horsepower for our nominal 2001 Boxster S. Recent dyno tests showed 200 HP at the wheels implying about 50 HP lost to rolling and internal resistances (shaded area). Thus for the standard 250 HP engine a rev limited (7000 RPM) top speed of about 166 MPH (dot) should be possible. The factory rated top speed is 161 mph at 6500 RPM in 6th gear, which is quite close to the drag limited top speed shown in the figure. Note that the curves tend to converge at high speed, an indication that increasing the top speed of a vehicle by increasing horsepower is a process of diminishing returns since aero forces begin to act like a "brick wall" unless $C_d A$ is reduced.

The old adage that any extra speed out of a turn is carried throughout the following straight we now see to be not entirely true. The reason for this is that the extra speed induces more aero drag resulting in less horsepower available for acceleration so that the speed curves begin to merge at the high end. This is easily demonstrated using a data acquisition system. As an example Figure 4 shows two different speed curves through the esses and back straight of Watkins Glen where lap 10 is slowed upon entry due to merging

traffic. The distance scale represents the distance from the start/finish line. It is easy to see that the initial 10.5 mph speed advantage for lap 9, measured from the middle of turn 2, was reduced to only 1.8 mph at the braking point for the bus stop. This does not mean that exit speed is not important for it resulted in a 0.9 second advantage for lap 9 over just that section of track. It is not too difficult to imagine from this kind of data that a low power car could easily outperform a high-power car on a high-speed track if its drag number was sufficiently low.

Figure 3. Horsepower Available for Acceleration vs. Speed

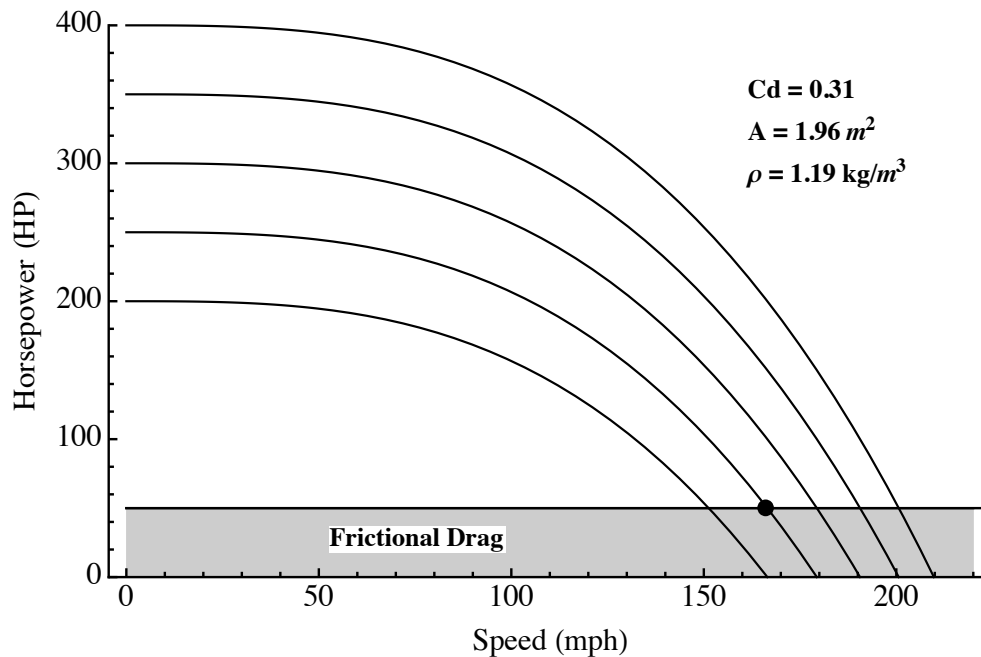
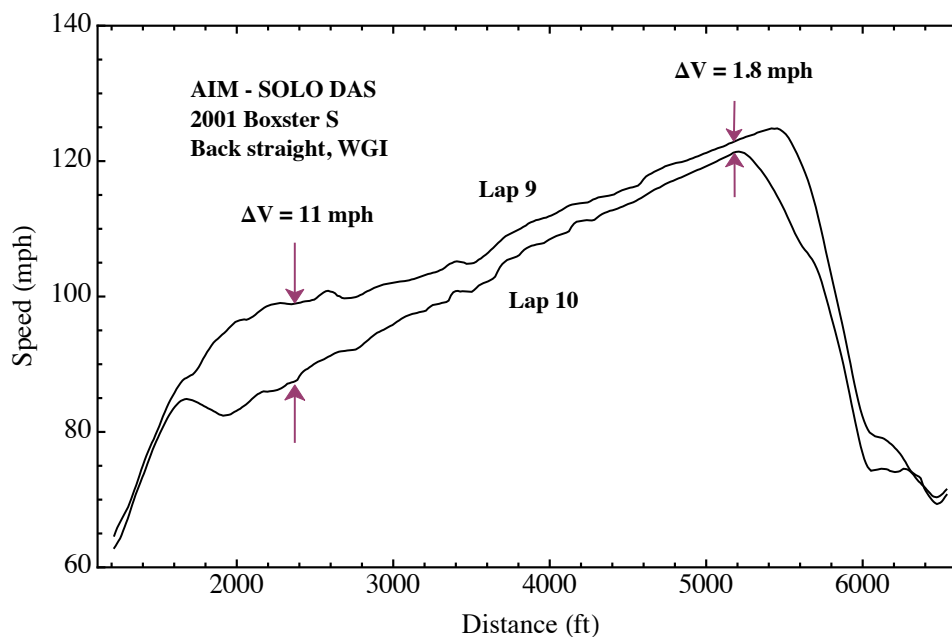


Figure 4. Merging of speed curves due to aero drag



Sonderwünschen by David Churcher

April 9, 2013

“Sonderwünschen” is German meaning “special wishes” and it’s also a department at Porsche. In this department a customer’s special wishes for anything from leather to paint are granted...for a price, of course.

In the early 1980s the Sonderwunschprogramm at Porsche introduced the 930 “Flachbau” (Slant Nose) version of the 911. The body work was special with wider rear wheel arches, restyled duck tail, and the 935 inspired slant nose. How many were built? My research came up with a few numbers from a high of 1700 to a low of 600 and a most often mentioned 948 units. I can’t believe the exact number is not known because Porsche would be meticulous in keeping records. But I cannot confirm anything other than what I offer here. If it is 948 units then I have been lucky enough to see perhaps five from the 948 and lucky enough to drive one of them.

Sonderwünschen. Special wishes. I had a surge of special wishes when I recently saw a 1983 slant nose at Porsche of Stratham. I wanted to photograph it and ride in it. I am lucky enough to have a Sonder Freund in Harry Robinson ... he granted me my wishes.

There is a disadvantage to getting old. Body parts don’t function like they used to, some memory fails, etc. But there is an advantage to being of a certain age. There comes a point in life where you can tolerate the wobbly knees and memory if you can enjoy the things you admired in your youth. In 1983 I had recently arrived in the USA, enjoyed shooting (on film!) with my Nikon F and Hasselblad, and of course admiring all things Porsche. Thirty years on and I get a few hours in Exeter, NH with a 930...and took along my Nikon F for sentimental reasons. Where to take a 930 in my area for a quick shoot? It’s early spring here and not much color around. A couple of favorite spots come to mind quickly and form a nice circuit from Stratham, through Newfields, to Exeter’s Swasey Parkway, and back to Porsche of Stratham. First stop is the Newfields General Store which we have used before for a shoot, then on to Bob Devantery’s yard. Bob does my picture framing and has a nice barn with a sign “PARK HERE” which I wanted to use as a back ground. And then on to a big field a little further along Newfields Road. And, of course, where I shot Akira’s 904 in Exeter by the river.

What is it like to drive such a beauty? How does it compare to my 1984 Carrera? Does the turbo lag? Is the engine flexible? Do you miss the classic view of the fenders of a 911?

Driving it is pure joy. It is similar to my 1984 but lower, and firmer, due to Euro Specs. The turbo does not lag. The engine is quite happy to sit at 1200 RPM and will get you to 4000 RPM quick smart too. Did I miss those two fender humps? Yes. But it was worth it.

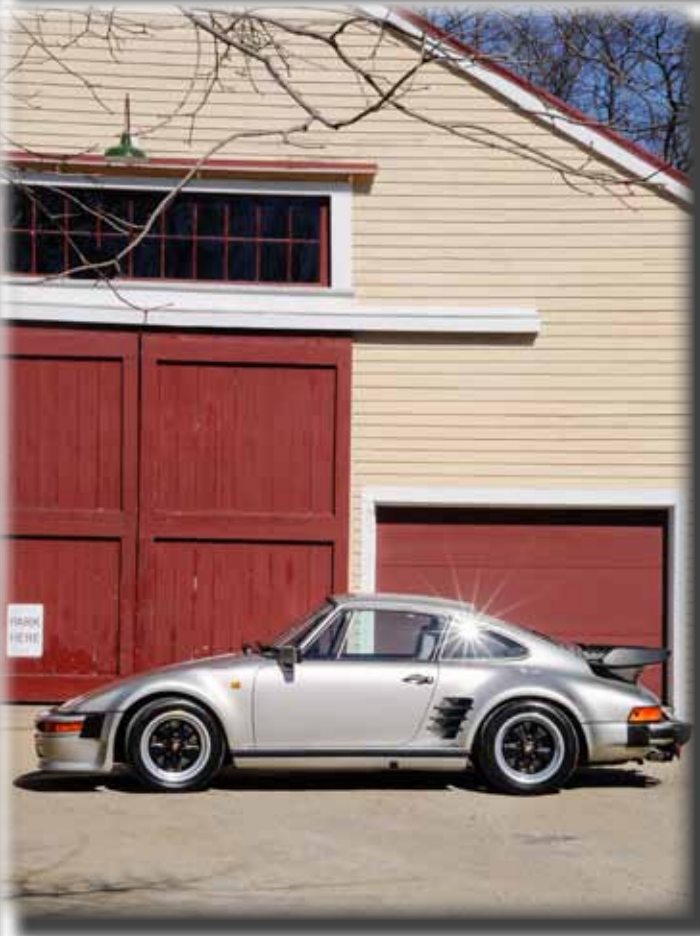
The car did get a few glances and a few waves from ladies walking around pushing babies in prams. It turned heads on guys on Harleys, too. Clearly this is an ageless design even though, I think, most people do not know what era it is from.

On a similar note ... on the way home I stopped off at The Meat Store for bread and meat. The young man serving asked how my day was going so I replied it was very good so far, I had just been driving and photographing a 1983 Porsche. His face lit up and he asked me what was my favorite model Porsche and I pointed to the white one in the parking area. His face lit up again and he asked: “Yours?” Yep ... life is good.

Thank you, Harry.

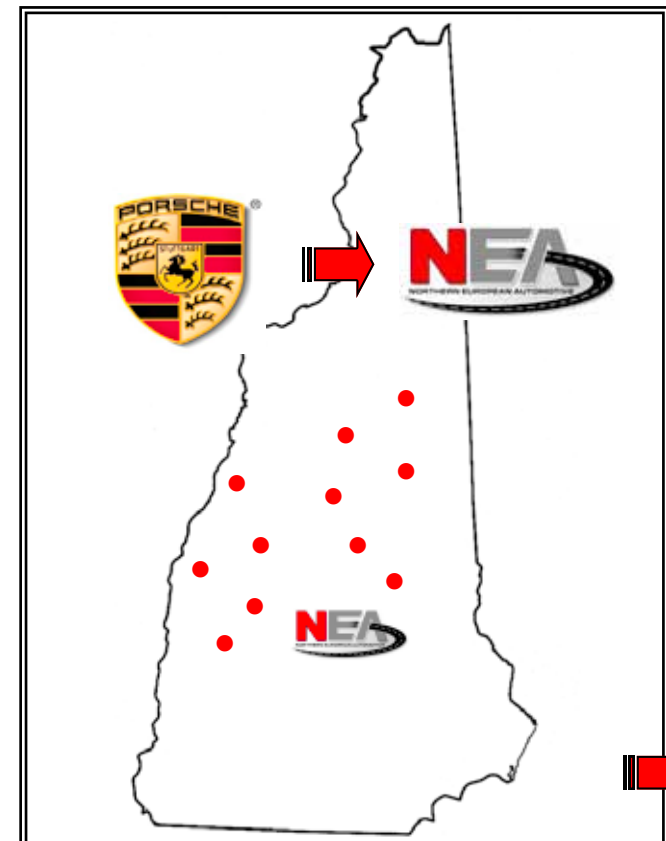
The pictures on the next page need no words..... Time spent with a beautiful 930 is priceless! Check out this stunning car at Porsche of Stratham!!!

Continued on page 42...





Jackson Romanowski sporting his new Recaro car seat! This is the cutest thing ever!!!



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Spring, I am happy to report, is just around the corner...



Now for most folks, that is a bit of a cliché; a lovely sentiment at most. Spring for many represents an optimism that seems to bloom like so many crocuses in your garden.

After all, Vivaldi composed of it, Monet painted it, heck, robins sing to it.

Now, contrary to most, I think the key part of the introductory sentence has nearly nothing to do with “spring” at all. I would contend that is the second half of that sentence that is largely responsible for making the majority of us smile. So, based on that, perhaps a re-write is in order....

Spring, I am happy to report, ***is just around the corner...***

Whether you enjoy the off ramp for exit 22 through the tunnel to Copley Square, or the fast left hander at Watkins Glen, the staff at EPE would like to help ensure the most consistent corners are the ones turning “up” at the edges of your smile.






Brian's car ready to go the night before the first DE session at NHMS April 13th. Yup...this is New England!




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Edgar Broadhead

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

Name	Position	Phone
Ayer European Auto Restoration	Maine	207-582-3618
Autosportnortheast	Maine	207-698-1000
German Auto Service, Inc.	Maine	207-282-3013
The Boston Sportscar Co. LLC	Massachusetts	781 647 7300
Exotech	New Hampshire	603-382-3599
Sports & Vintage Car	New Hampshire	603-675-2623
Dupont's Service Center	New Hampshire	603-742-8627
Loader Imports	New Hampshire	603-887-0911
Series 900	New Hampshire	603-863-0090
Porsche of Nashua	New Hampshire	603-595-1707
Blair Talbot Motors	New Hampshire	603-740-9911
Precision Imports	New Hampshire	603-624-1113
AVA Restoration	New Hampshire	603-563-8910
JSP Motorsports	New Hampshire	603-477-9738
Northern European Automotive	New Hampshire	603-228-0533
Continental Automotive Repair Service	New York	845-356-2277
Auto Union	Vermont	802-223-2401
Green Mountain Performance Co.	Vermont	802-775-3433
Eurotech	Vermont	802-660-1900
Rennline Inc	Vermont	802-893-7366
The Metric Wrench	Vermont	802-751-8577
Heads Up Motorsports Inc.	Vermont	802-886-2636

Dear past Motor Mania participants,

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



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

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

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

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

To ensure your vehicle is considered for the correct award, please select the appropriate judging category for your vehicle (please choose only one). If you're having trouble choosing a category, let us know and we will be happy to assist you. If you wish to register online and pay with a credit card, you can do so by visiting: <http://motormaniamania13.eventbrite.com/>.

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

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

Best regards,
Christina Hendricks

*Rain date scheduled for July 27th

The Telegraph
It's Your Community.

CHRISTINA HENDRICKS
Events Administrator

17 Executive Drive

Hudson, NH 03051

Phone: 603.882.2741

Direct: 603.594.6421

Cell: 603.440.9419

chendricks@nashuatelegraph.com

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



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



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

Akira Mochimaru, Natick, MA am904gts@gmail.com



1997 VW GTI Lemons/Chumpcar Racecar

-- 145K, professionally built cage, interior removed, Porterfield brake pads, recent tune-up, with sport springs (1.5 in. lower), and aggressive alignment, glass is still in car. Car does not leak/burn oil or coolant and is very quick. Car is ready to race and be competitive in Lemons/Chump Car/enduro racing.

Needs new tires, a RF wheel bearing (\$30) and a new kill switch and it's ready to run up front at Lemons. This is Top 5 car out of 100+ cars with right drivers. \$5K-\$6K invested.

NCR price of \$2500/BO. Car located in Londonderry, NH.

Jay Gratton JEG914@aol.com or (603) 440-9804

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





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

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

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

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

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

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

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

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

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

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

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

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

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

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



1980 911 SC white / black leather. CA 91AO141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

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

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:

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

914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxer/996 center console - \$200 ... Gray and silver boxer/996 e brake handle - \$150 ... Gray and silver 6 speed boxer s/99 shift knob - \$75 ... Boxster S front bumper for normal boxer/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

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

Rare S2: Every known wear item has been replaced!!!!!! This is a reconditioned car with many zero time components.

Five speed manual transmission car with a 3.0 liter 16 valve 4 cylinder 200+HP!. Top end rebuild plus timing belt service less than 10k miles: \$2000 . New clutch, torque tube, motor mounts, and transmission mount: \$4000. Brand new factory floor mats. Adjustable Koni Sport shocks. Weltmeister sway bars and drop links.

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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.



PORSCHE

CLASH

At The Glen

Join us for the 13th Annual CLASH AT THE GLEN May 31st - June 2nd 2013

Hosted by the Regions of Zone 1 at

Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.

2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

Registration opens on Monday, April 15th at 10:00 p.m. EDT <http://register.pca.org>

Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact

Jennifer Webb at jenniferbischoff@hotmail.com or 514.235.0157

Pete Tremper at tremper9146@aol.com or 609.221.3854



PORSCHE

CLASH

At The Glen

May 30th - June 2nd, 2013 Watkins Glen International, Watkins Glen, NY

There is no better way to help support Zone 1, than by volunteering for this year's Clash at the Glen Club Race. Held at one of the best and most historic racetracks in the country, the Clash brings together club members for 3 days of fun and exciting racing, which you can be a part of. Volunteers are what enable us to put on one of the best club races in PCA. We encourage you, your family and friends to register as volunteers for this year's Zone 1 Clash at the Glen Club Race.

Below are the areas and descriptions of where we need you to volunteer!

Registration: This takes place at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

Garage Admin: This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork are also handled here and every volunteer must sign in every day!

Tech Inspection: The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

Timing & Scoring: Although the race is timed and scored with computers and in-car radio transponders, a paper trail is also needed. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

Grid: All the cars are "parked" along the grid prior to the start. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid position. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

Enduro pits Monitor: The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. *This group only works on Sunday.*

We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward.

- Work any three shifts and receive a Zone 1 Club Race jacket.
- Work Thursday afternoon and receive a free ticket to dinner Thursday night.
- Work both sessions on Friday and receive a free ticket to dinner Friday night.
- Work both sessions on Saturday and receive a free ticket to dinner Saturday night.
- Work one session only on Sunday and receive a Zone 1 Club Race Hat
- Work both sessions on Sunday and receive a Zone 1 Gift Certificate and a Zone 1 Club Race Hat.

To register online using Motorsportreg.com please visit <http://tinyurl.com/a77jawn>

Please contact Jennifer Webb at jenniferbischoff@hotmail.com with any questions about volunteering.

twenty eighth annual autocross



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

this year's event

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

how much it costs

\$70/person early registration on or before 8/12/13
\$95/person after 8/12/13
Registration fees are for one or two days.
Online registration via clubregistration.net only.
No on-site registration the day of the event.
Registration will open 7/5/13 and close 8/21/13.

where to stay

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

who to talk to

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

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

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

SAVE THE DATES FOR THE 2013 PORSCHE GATHERINGS AT
LIME ROCK PARK



2013 PORSCHE CORRAL & GATHERING SCHEDULE

ALMS NORTHEAST GRAND PRIX - JULY 4 - 6

CORRALS ON JULY 5 & 6 AT THE PORSCHEPLATZ TENT

HISTORIC FESTIVAL 31

CORRALS ON AUGUST 31 & SEPTEMBER 2

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

GRAND-AM CHAMPIONSHIP WEEKEND

CORRAL ON SEPTEMBER 28

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BTW



For those who did not recognize that face, it's NCR's President Matt Romanowski in an earlier photograph!

Northlander advertising rates:

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

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



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Volume 36 Number 5

May 2013

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