

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 36 Number 7

July 2013

IN THIS ISSUE:

Zone 1 Rally May 19th
Autocross 3
And Much Much More



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.

Do You Have
Water
Cooled
Porsche
Driver
Pre Traumatic
Stress
Disorder?



To find out more go to epe.com/musings

508-651-1316

165 West Central St. Natick, MA

epe.com



Find us on [facebook.com/EPE-European-Performance-Engineering](https://www.facebook.com/EPE-European-Performance-Engineering)



LET US KNOW

Dear Membership:

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

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

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

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

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

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

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

More on this award and other NCR awards in the August issue.

STEVEN E. SCHINDLER
Attorney
Certified Public Accountant (CPA)

- Confidential Estate Planning
- Trust Administration
- Taxpayer Defense



Schindler Law Office
Rutland • 802-773-9100

Doremus Roesler & Kantor
Burlington • 802-863-9603



Editors

Ivy Cowles

603-767-6461

NCRNorthlander@ncr-pca.org

Hank Cowles

603-343-7575

NCRNorthlander@ncr-pca.org

Advertising

Biff Gratton

603-502-6023

advertising@ncr-pca.org

Website

www.ncr-pca.org

Statement of Policy

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

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 54 for advertising rates.

NORTHLANDER

NORTH COUNTRY REGION
Volume 36 Number 7

PORSCHE CLUB OF AMERICA
July 2013

Upcoming Events

- 5** Calendar
- 12** DE Season at a glance
- 23** Wings & Wheels
- 24** Autocross Season
- 36** NCR Car Show - Porsche of Stratham
- 38** NCR Fall Getaway
- 47** NCR Summer Curves Rally
- 52** Zone 1 Autocross 2013

Departments

- 4** Board of Directors & Committee Chairs
- 6** President's Message
- 7** Editors' Desk
- 8** Membership
- 9** Vice President
- 10** Drivers' Ed
- 48** Safety
- 49/50** The Mart
- 54** Advertisers' Index

Features

15 Looking Back

19 Guess Who

20 Zone 1 Rally

28 Autocross #3

39 Tech Talk

42 Le Mans 24 Hours/World Endurance Championship

54 BTW



28



20



40

On the Cover

The cover shot was taken by David Churcher during the Zone 1 Rally and Concours at the Red Hook Brewery.



BOARD

BOARD OF DIRECTORS

President	Matt Romanowski	(H) ((603) 674 3250	president@ncr-pca.org
Vice President	Rich Willey	(C) 603 978 3187	vice-president@ncr-pca.org
Secretary	John (JJ) Dunkle	(H) 603 842 0652	secretary@ncr-pca.org
Treasurer	Gordon Jackson	(C) 603 533 4968	treasurer@ncr-pca.org
Past President	Jay Gratton		pastpresident@ncr-pca.org
Membership Chair	Janet Quintero	(H) (603) 380 5885	membership@ncr-pca.org
Newsletter Editors	Ivy Cowles	(C) (603) 767 6461	ncrnorthlander@ncr-pca.org
	Hank Cowles	(C) (603) 343 7575	ncrnorthlander@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org

COMMITTEES

Advertising Chair	Biff Gratton	(C) (603) 502 6023	advertising@ncr-pca.org
Autocross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Autocross Co-Chair	Ollie Lucier		autocross@ncr-pca.org
Car Control Clinic	Dave Logan	(C) (781) 367 3592	ccc@ncr-pca.org
Charity	Ivy Cowles	(C) (603) 767 6461	charity@ncr-pca.org
Chief Instructor	John Dunkle	(O) (603) 431 4409	chief-instructor@ncr-pca.org
Concours	TBD		concours@ncr-pca.org
Drivers' Ed	Mark Watson	(H) (603) 488 5405	de@ncr-pca.org
Historian	Judy Hendrickson	(H) (603) 881 7576	historian@ncr-pca.org
Rally	TBD	Position Available	rally@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org
Senior "Advisors"	Edgar & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Rich Willey		social@ncr-pca.org
Social Co-Chair	Carolyn Choate	(603) 533 4984	social@ncr-pca.org
Technical	Bob Futterer	(H) (207) 698 1104	tech@ncr-pca.org

CALENDAR

July 2013

- 8-10- NER DE at Mt. Tremblant, Canada
- 9- Board Meeting
- 12-14 NER DE at Calabogie Motorsports Park
- 14- NCR Autocross #4 @ Devens 7:00am
- 17- July Ice Cream Social 6:30pm
- 21- Make-a-wish Car Show 11:00am
- 25- Wheels and Wings Car Show 5:00pm
- 27- Renegade Miata Autocross 7:00am
- 28- NER Autocross @ Devens 7:00am

August 2013

- 3- NCR Autocross #5 and Wounded Warriors Appreciation @ Devens 7:00am
- 6-7- NER DE at NHMS
- 10- Summer Ramble 8:00am
- 13- Board Meeting 6:00pm
- 23-25- NER DE at Watkins Glen
- 24-25- Zone 1 Autocross @ Devens 7:30am
- 31- Renegade Miata Autocross 7:00

September 2013

- 7- NCR Autocross #7 @ Devens 7:00am
- 10- Board Meeting 6:00pm
- 21- NER Autocross @ Devens 7:00am
- 21- Green Mountain Region Pig Roast
- 27-28- NCR Fall Get-A-Way
- 28- Renegade Miata Autocross 7:00am



PHYLLIS L. STIBLER, ASID
President
NCIDQ #001920

phyllis@stibler.com



STIBLER ASSOCIATES, LLC
space planning  interior design



The other side!,,,,



Matt Romanowski **Wide Open**

NCR has been having a great run of events. We hosted the Zone 1 Rally and Concour and the hard work of Jay Gratton, Ivy Cowles putting on the Concour and brothers Jim, Steve, and Mike Gratton on the Rally, the 17 other regions in Zone 1 saw just how great NCR really is. The Concour at Red Hook was amazing with some very fine cars showing up, including a host of NCR folks winning trophies.

Possibly more amazing was the density of the rally the Brothers Gratton put on. Lasting roughly two hours, we only covered approximately 35 miles. Packed with questions in Portsmouth, Kittery, and New Castle, even the locals had to work hard to get all of the questions correct. When considering the tiebreakers, it ended up being an Upper Canada Region member who won.

As usual, I had no hope of doing well. To mix things up, Xana and I changed jobs with Xana driving and me doing directions and questions. We didn't fight (much) and did ok for us, but I think we'll move back to our regular roles for the next rally. Speaking of which, August is coming up quick, so be sure to come out for Steve Baker's great event.

I also headed down to the third autocross event at Devens. Joe and Ollie put on a great event and things went very well. I heard there were 8 runs and the event was concluded by 3 pm. I can remember the old days, which were not that long ago, when autocrosses could go until 4 or 5 pm and we would only get 5-6 runs. The great job that the whole autocross team does really makes for a great event. So good in fact, that NCR has once again been tapped to put on the Zone 1 Autocross. Notice a trend forming?

We also headed down to Lime Rock for the Lime Rock DE Fun Days. The Fun Days turned into the Swim Days with a bunch of rain, but even that couldn't stop the NCR fun. I met up with co-pilot Judy in Great Barrington on Sunday night, coming in from my cousin's wedding on Lake Wallenpaupack in Pennsylvania. Through the two days, we did get some dry sessions, but rain was the theme. On Monday night, we were even woken in the night by rain blowing sideways and smashing into the hotel window.

The rain didn't dampen everyone's spirits though. I think the majority of folks took to the rain like a bunch of earthworms, getting out on the track to embrace the puddles. I think Chief Instructor John Dunkle and his team of instructors imparted more education on this one DE event than all of the dry events combined! People were driving very well in the rain and really making the best of the day.

Coming home from LRP on Tuesday evening, Wednesday was filled with a half day of work, followed by a half day of checking Chiquita out and getting her ready to head off to Watkins Glen for the Zone 1 48 Hours of the Glen. Luckily there was nothing major to do to Chiquita, so it was a quick check out followed by loading up the trailer. Thursday morning was packing the truck, loading up Jackson and all of his accoutrements, picking up Judy, and then heading off to the Glen.

The rain threatened our fun, but a great group of NCR members and about 180 of our best friends had 2.5 days of great track time with Peter Argetsinger doing classroom sessions and private coaching. For those of you who don't know Peter, his father was instrumental in building the road course at the Glen. Peter has made a great career in racing, having headed up a number of racing schools and even winning the Petit Le Mans once! I'm also proud to say that NCR continued with its zone influence, as I was the Chief Instructor for this event. Luckily everyone behaved themselves and there was only a few small incidents.

continued on page 14...



Ivy and Hank Cowles

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

I thought I would put this little tid bit here... sometimes things don't run so smooth and as much as we love computers they tend not to like us. See David Churcher's story below regarding photographs that I had requested for the July issue.

Drama behind Northlander July 2013

by David Churcher

As we all know, getting a magazine out every month will always have a little drama attached to the effort. Some months there is a little extra drama.

Photographer David had a RAID hard drive crash on the weekend of June 16. Believing he only had back up files on the disc he called his techie colleague Marc to initiate repairs. Then the following Thursday Editor Ivy listed the required photographs of the Zone 1 Concours and Rally. And ... uh oh ... they were on the RAID with a problem.

Marc found the needed folders on the surviving half of the RAID, copied them to a portable drive, and delivered them to David who then set about reloading the files, re-PhotoShopping, and uploading to Editor Ivy. Done by 6pm on the Friday.

So here is an unabashed plug for Marc Bessler and his computer repair business: Marc Bessler, NH Computer Service 603 380 5205 marc@nhcomputerservice.com.

The business card says: Marc Bessler, Computer Geek. But he is much more than that. :-)

Summer Time:

On another note - to all of you Porsche Enthusiasts - this is the time of year of unsettled weather so be sure to check the forecast for weather that may include not only high winds (with falling trees) but hail as well. We would not want to see a Porsche with polka dots all over it. So be safe and drive , drive, drive. Enjoy those Porsche's for they are meant to be driven.

Enjoy your summer!

MEMBERSHIP



Janet Quintero

July 2013 Northlander - New Members and Anniversaries Updated New Member Info From June 2013

David Doran

Michael Doran – Family member

Deerfield, NH – 2013 911

New Members:

Bryce Bandish

William Bandish - Affiliate member

Dummerston, VT - 2001 911

Michael Blackman

Gabrielle Blackman - Family member

Kittery Point, ME - 2013 911

Barbara Bragdon

Wilton, NH - 1994 968

Karen Crowell

Canaan, NH - 2013 Boxster S

Mark Geil

Heidi Geil - Family member

Rollinsford, NH - 1987 911

David Johnson

Joyce Johnson - Affiliate member

New London, NH - 1973 914

continued on page 34 ...

Zachary Kidd

Fremont, NH - 2009 Cayenne

Skip King

Gilford, NH - 1979 911

Scott Knightly

Durham, NH - 2009 Boxster

Mark Lim

Britni Bolduc - Member (Affiliate)

Sanford, ME - 2013 981

Transferred from Northeast Region; joined PCA 5/17/13

Philip Lynch

Winnie Shepherd - Member (Affiliate)

Litchfield, NH - 2013 Boxster

Transferred from Northeast Region; joined PCA 5/13/13

Keenan McDermott

Hampton Falls, NH - 1987 944 Turbo

Jay Peters

Jennifer Peters - Member (Affiliate)

East Kingston, NH - 1989 911

Transferred from Northeast Region; joined PCA 5/13/13

Robert Sculley

Merrimack, NH - 2013 Boxster S

Transferred from Northeast Region; joined PCA 5/30/13

Brook Smith

Tracy Smith - Member (Wife)

Barrington, NH - 1997 Boxster

Transferred from Northeast Region; joined PCA 09/09

Randall Thompson

Dagmar Thompson - Member (Mother)

Johnston, RI - 2005 911 Turbo S

Transferred from Northeast Region; joined PCA 3/17/10



Rich Willey

Where The Rubber Meets The Road

What a month and a half!

Zone 1 Concours and Rally

We had roughly 50 cars split equally between the concours and car show. Some truly magnificent early Porsches and a pair of yellow 968 cabs to mention just a few of the entrants. And your scribe even won first place in class. Who knew?? The rally was put on by the Gratton family and meandered through scenic Portsmouth, NH, and then up through Kittery, ME to the Stage Neck Inn for brunch. While we placed out of the money, it was great fun, with nice ocean views. We met some new friends and even converted a couple (welcome Brian and Cathy) from NER to NCR. So a big success all around.

DE May 27-28th NHMS

Finally had some sunny and warmish weather. Track was mostly clean and fast throughout the two days, although a little fluid leak in an earlier run group made for some interesting driving early on. Good to be back on track, even though the BMW developed a last-minute gear oil leak so the Cayman was pressed back into service. Instructor was excellent and pushed and prodded me to new levels of performance using a very positive approach while explaining exactly what the results would be. He was right.

LRP June 10-11

Rain. Rain and more rain. One forgets just how wet everything gets at LRP since there are no garages. Although a friend's canopy tent was a blessing it didn't last the whole day when the wind gusts began around 4PM. 3 of the 4 sessions on Monday were in the rain and the 4th (2nd of the day) was a partially dry line. Water was standing in the apexes, so it was interesting to say the least. Being smooth and delaying the application of the right foot was prudent. Rained hard Monday night and a not-to-be named 911 owner found his carbs flooded and the engine hydro-locked in the motel parking lot. But fear not, he fixed it in short order. After all an engine is just a pump on steroids.

The second day was much better as the first 3 runs were clear and dry. Everyone was smiling again. I beat a hasty retreat after the 3rd run as storm clouds were gathering and I didn't want to have wet clothes for the ride home the next day.

Musing 1#

A good NCR friend and I were discussing automotive bucket lists the other day, (something we old guys tend to do). The subject of "must do" car shows came up and as is often the case, Pebble and Amelia were at the top of the list. But so was the Oakland Roadster Show. Not something a typical PCA member might think of but we both agreed it is a must do.

This got me thinking about what else should be on the list and I thought "Autorama". Not just any of the several Autoramas held in the US (including Boston) but the Detroit Autorama in Cobo Hall. Why? Because this is where the Riddler Award takes place each year. It is named after Don Riddler a local Michigan sports figure turned event promoter who died early at 54. It is given to the car which epitomizes creativity, engineering and workmanship. It is only won by multimillion dollar creations by the likes of Chip Foose (who brought us the GrandMaster) or Troy Trepanier (who brought us the Quadra-Deuce, and Sniper (which your scribe saw at a Good Guys show in Pleasanton Cali. many moons ago).

continued on page 13...



Mark Watson **MY SPIN ON THINGS**

As promised, this month I will give you an update on two of NCR's four 2013 DE events (the final event is in October: 'Spring is a Long Time Coming' – go sign up!!).

New Hampshire Motor Speedway – 'Remember Those Who Died in War for Us':

The first event was held on the 27th and 28th of May – that would be Memorial Day and the day after. The event was named "Remember Those Who Died in War For Us" and Monday was dedicated to those who have served in the Armed Services. When we selected these dates back in January, we were a bit nervous about attendance but that was not a problem as we had a good turnout and the weather was picture perfect. It was cold and rainy before and after our two days so we consider ourselves fortunate and give humble thanks to the DE gods.

To honor our veterans, we worked with NHMS to develop a series of billboard messages that recognized and thanked those who had served in the military. The messages played throughout the day at the main gate and on the paddock billboard and provided a constant reminder of the significance of the holiday. We also used a small American flag sticker to indicate that each car and driver had been through the on-site tech inspection and at the drivers meeting, we asked the veterans to stand and be recognized. The group gave them a well deserved round of applause. We then gave each veteran a larger American flag sticker to attach to their car so we could give them some additional recognition throughout the day. There was some banter about 'free passes during the run sessions' but that idea didn't really resonate with the group – go figure!!

For me, the most significant activity of the day occurred when we shut the track down for lunch and I read a "DE Memorial Day Poem" (written by Ivy Cowles) over the paddock loud speaker. I must admit that my voice cracked a couple of times during the reading – Ivy's tribute follows:

DE Memorial Day Poem:

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

A holiday that we often forget what it should be.

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

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

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

Who faced and fell willingly before wartimes' terrible fears.

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

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

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

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

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

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

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

As usual, our drivers performed very well with no on track incidences despite several vehicle failures, which could have been trouble for the other drivers in that particular run group. A hearty 'well done' to everyone involved.

At the end of the day, we held a garage party and from what I could tell, everyone had a great time. Toni was not able to attend so everyone was stuck with snacking on chips, salsa, pita bread and humus, corn curls and pretzels and drinking local beers, not so local wines, sodas and water. While I am such a very poor substitute for Toni in the food buying department, there wasn't much left so either you were really hungry or I did OK.

Twelve drivers were promoted to the next higher run group and there were numerous instructor 'ride alongs' with white and black run group drivers for coaching opportunities. John D. and Judy are doing a fantastic job managing our instructed run groups and keeping all of the instructors busy throughout the day. Congratulations to all those promoted and a big thank you to all of the instructors without whom we would not be able to run these events.

Lime Rock Park – 'Lime Rock Fun Days':

A mere 13 days after the NHMS event, we found ourselves at Limerock Park for another two day event. We were not so lucky with the weather at LRP. Over the two day period, numerous fronts came through the area resulting in rain, sun, drizzle, overcast, sun, etc. I tried to keep pace with my rain or dry tires and finally gave up and made one last change to dry tires and decided the car was going home with these tires despite ongoing changes in the weather. I took Kristin Larsen out in dry conditions on my Hoosier rain tires (they get really slick when they get hot!!) and then tried to take David Berman out on my Hoosier dry tires just as the heavens opened up and we made one very careful lap before pitting. Sorry to both of you – we will get out some other time.

As I did my final preparation for the Drivers Meeting (yes I do prepare for the meeting!!) and checked in with LRP Track Ops for any items to discuss; they mentioned tow hooks and turtles. Tow hooks are easy but what goes with turtles? Well as it turns out, there is a population of turtles that live within the compound and regularly decide to take leisurely strolls ACROSS THE TRACK. As you might imagine, such a stroll takes several minutes (read this as laps if you are driving) and apparently occurs without much notice or ability of a corner worker to intervene. As luck would have it, during one of the green run group sessions, my student and I were entering the uphill section of the track when we saw the flagger waving the debris flag and frantically pointing for us to go up the right side of the track to avoid – you guessed it; a very large snapping turtle. On the next lap, the yellow flag was out and this time he wanted us to stay to the left (I said it was a slow process!) and finally on the third lap we got the thumbs up that all was well and the turtle had successfully made the crossing. I don't know how many drivers / cars avoided the turtle that session but it certainly added to the drama of driving the uphill and everyone demonstrated good car control. I heard about another turtle that might have lost a couple of millimeters from its shell when it passed beneath a car. I'd say the turtle and car were both pretty lucky!!

So the weather wasn't great but not as bad as in previous years and we had enough dry track to keep everyone content. Those lucky enough to get out in a rain session had a great opportunity to demonstrate how smooth they are with their transitions and even practice the rain line. Several folks arranged for driving / coaching sessions with Jason Holehouse and their feedback was extremely positive. Remember, we are participating in Driver Education and that means getting experience in all types of driving conditions and continuing to learn and understand yourself as a driver and how you interact with your car.

We started another round of Instructor Candidates (ICs) through the NCR program. Five folks have entered the program and will work with various NCR and NER instructors to gain the experience needed to become an instructor for NCR and NER. Our program continues to evolve as we build upon the foundation laid by Tom H and Doug M with the ongoing goal of developing instructors of the highest caliber for NCR, NER and PCA. A high quality pool of instructors is vital for all PCA regions to continue to offer DE events. We cannot bring in new drivers to fuel the DE program if we do not have an adequate number of highly skilled and dedicated instructors. My personal thanks to Tom, Doug, John D, Judy and all those who have made and will continue to make our IC program one of PCA's best.

Just to help soften the impact of the rain, we held another Garage Party on Monday after the track went cold and from the small amount of food and beverage remaining, I would say that it was another hit. My thanks to everyone who not only attended the party but honored the request to be out of the paddock by 6:30 pm. I was the last to leave the gate and it was 6:29!!

At one of the drivers meeting John D handed out promotion certificates to those in attendance that were promoted at the NHMS event. I believe this was a surprise to everyone but as John indicated when he handed out the certificates (and I am paraphrasing) 'this is driver education and when you graduate, you should get a certificate acknowledging your achievement'. Nicely done to all!

I am not sure I have the final number but I believe we promoted another 3 or 4 folks so look for your certificate at our next event.

In closing, the weather is getting better and while NCR is ¾ done with our 2013 schedule, we are still in the middle of the overall DE season. Go to motorsportreg.com and clubregistration.net and poke around to see if there are events run by other regions that fit your schedule or desire to get to a new track. As a PCA member in good standing, you can register for any PCA sponsored event. There are a few events that are for advanced drivers only so read the requirements but do not shy away from attending another region's event. They are all run pretty much the same way so if you have attended an NCR or NER event, you already know what to expect. It is a great way to meet new people, try a new track or just match up some free time with an event.

Please stay safe until I see you at the track – the 2013 DE season is in full swing and with your ongoing 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. Mark

2013 NCR, Zone 1 and NER Drivers Education Schedule*

July 08, 09 & 10 Mt Tremblant NER DE

July 12, 13 & 14 Calabogie NER DE

August 06 & 07 NHMS NER DE

August 23-25 Watkins Glen NER DE

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



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

STUTTGART NORTHEAST, INC.




WE SERVICE ALL MAKES OF EUROPEAN CARS
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

continued from page 9...

Anyway, the 2013 winner was a "relatively" stock looking '40 Ford Coupe called "Checkered Past". With, wait for it, a blown Flatty under the hood. I'm not saying it was stock. Oh no! Each bolt started as a cap screw that was turned on a lathe and polished to create a unique head design. The engine was ground, sanded and smoothed to remove all casting marks. The oil pan, bell housing and transmission case were machined from a single block of billet aluminum to look like they were one piece when on the car. The spark plug wires were custom made (woven insulation) to look period correct. The list goes on. Sure it cost a bundle to build (in Nebraska no less), but it is a car you could recognize with power from its era. Perfect.

Musing #2

You may have heard of the DAKAR Rally, an off road race which traditionally began somewhere in Africa or Europe but ended in, you guessed it, Dakar, Senegal, West Africa. It has moved to more politically hospitable environs, but retains its decidedly unfriendly landscape, recently running 5000 miles from Lima Peru to Santiago Chile in 15 days. Why do I mention this? Because for the first time a team of injured soldiers (with some help from able bodied teammates), entered and finished the Rally; Team Race2Recovery. Founding member Tony Harris, was in a vehicle hit by an IED in Helmand Province Afghanistan. Nine months later, he told doctors to amputate his infected left leg. He describes the Dakar this way. "You don't notice your injury. You feel free. It's just a huge rush. I've developed a thirst for it." When asked why the DAKAR? Tony responded, "I wanted to do the hardest race, to prove that anything is possible and inspire people with disabilities." Get the whole story including Blogs, etc. at www.race2recovery.com

Musing #3

Maybe I am the last one to this party (it wouldn't be the first time that happened) but I just saw Alloy Gators. Here's how they work. Insert small serrated metal clips in slots in a thin plastic strip (many colors to choose from). Deflate your tire a bit. Hammer the metal clips between the tire bead and the wheel lip to hold that circle of plastic around the edge of the wheel. Glue the ends of the strip together. Cover that seam with a color matching cap to get a "seamless" look. Inflate tire. Why? They claim it protects the wheel lip from being damaged on curbs. Being curious, I searched for others and found RimRingz (same idea but the strip is premade to your rim diameter with its tabs molded into the strip. No cutting, no gluing, no metal clips to lose. Then there are Rim Blades and RimPro-Tec which use double back tape to apply the strip to your wheel so no need to deflate the tire. RimPro-Tec requires two strips, one to stick to the rim and a colored one which is inserted into a slot on the first. Since these all come in red, black, silver, green, pink, etc., I am not sure if they are effective at stopping curb rash or just a fashion statement. I'm thinking pink for the Cayman.

Magnus Racing Update

Magnus maintained its race form finishing 4th, as the first Porsche in GT, at Belle Isle, which is typically a horsepower track as was evident by the Stevenson Camaro finishing first followed by two Ferrari's. Ironic to have a Camaro win in Detroit?

Mid-Ohio was the venue for father's day weekend, and Magnus did not disappoint. Starting 10th they worked their way up to 6th and then jumped to 3rd on the last pit stop. With 2 laps to go, they moved to 2nd when the leaders bumped, finishing behind one of Will Turner's V8 BMWs. This puts Magnus in first place by 3 points for the Grand Am GT series.



continued from page 6...

Now I'm looking forward to the Mt. Tremblant, the Charity Car Show, Wheels and Wings, Ice Cream Runs, and another autocross. Summer is flying by and we have lots of NCR events to attend. I hope to see you out at an event!



**HANNA
&
HANNA
INC.**

On Site Museum Quality Work At Reasonable Prices

*Specializing in the conservation & restoration of Early American,
European & Oriental Antique Furniture*

~ References Upon Request ~

PHONE (540) 292 - 1013
E-MAIL ROBHANNA1@AOL.COM

Jamie Chomo
Certified Sales Professional
Since 2011



PORSCHE

Porsche of Nashua
170 Main Dunstable Road
Nashua, NH 03060
Main: 603-595-1707
Direct: 603-578-3772

jchomo@porschenashua.com
nashua.porschedealer.com



Our pit mates took this photo Monday at Lime Rock. Sometimes it takes a little heavy lifting to get a problem solved! This is not a lawn sale!

It is an engine rear main seal replacement in the rain and it was completed so the car could be up and going for Tuesday. I could give you a great human interest story on this one but it might be sexier to show cars on the track. Photograph supplied by Brett Wright



Judy Hendrickson **LOOKING BACK**

Wow, writing for the July issue! The year is nearly half gone. The old saying “the older you get the faster time flies” sure seems true to me! I turned 67 this year and my 40th anniversary with PCA is coming up this August! Where does the time go? It still seems like only yesterday that I had my first Porsche experiences with new friends in Utah in the Intermountain Region. A move to Nashua in 1975 brought a transfer to Northeast Region and in late 1977 the early discussions of forming a new region – North Country, chartered in February 1978 – 35 years ago now. We affiliated with Potomac when the Air Force transferred us to the DC area, but kept our official membership with North Country. We returned to the “home” region to live in 1984 and I’ve been here ever since. To say Porsches and North Country Region have been a major part of my life is a definite understatement. Guess I am a logical choice for Historian.

This month I had 3 issues to review, a Summer issue from 1983 and July issues from 1993 and 2003. Let’s first do a brief summary of the “State of the Region” as reported in these issues:

1983: *Northlander* was sporadically published but had a new editor with the summer issue: E. Guy Paradee of Rutland, VT. Ed Byrnes Porsche Audi (now Porsche of Stratham) was a new dealer and advertiser and Harry Robinson was their star Porsche salesman (and still is). There weren’t too many activities back then – maybe 3 or 4 a year if you counted “meetings” and membership was way under 100 members.

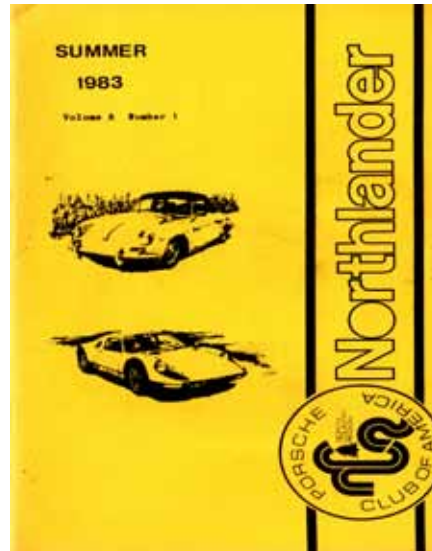
1993: *Northlander* was being published monthly and was a record 40 pages for July with membership at an all time high of 236. (One of the things I think is noteworthy of our region is that we have never had any significant loss of membership. Oh there have been periods of extremely slow or no growth, but if you graphed from day 1 to the present it would be a steady upward slope overall.) Doug Hendrickson continued as Editor of our newsletter and began a series of articles on Porsche history (especially Ferdinand Porsche). This issue was filled with articles from a variety of authors, event results (Spring Rally, Loon Multi-Event Weekend), upcoming event ads, a photo/art competition for the annual banquet, Zone 1 Concours results, Tech Q and A’s and notes from National.

2003: *Northlander* continued it’s monthly publication under the leadership of John Dunkle, Editor and now sported a color cover. Size wise it was 38 pages and a wide variety of articles from different authors. There was a good deal of coverage of the 2003 Parade outside Tampa, FL. The Bobbitt family (3 generations), in particular, was having a great time there as the entire family gathered at the Saddlebrook Resort. A good many trophies came back with NCR members although the trophies at this Parade were perhaps the least likely to be displayed in one’s trophy case (quality they were not). The Resort offered some unique experiences, as alligators were present in many of the on-site ponds surrounding the condo units. Late night walks needed to be taken with definite care! Membership was now 463.

We are currently 538 members and while our territory is officially the state of NH, members from all over New England have chosen to affiliate with the “Friendly Region”.

I have been looking forward to when the series of articles by Dennis Burnside would show up. Dennis was a new Associate member, recently returned from a long stint in Europe with the US Government. He was/is a freelance writer and having a keen interest in early Porsche history had struck up a close friendship with the curator of the Porsche Museum while in Stuttgart. So close, in fact, that he was able to get original photos on loan from the Porsche archives which he provided to Doug to turn into half-tones for publication in the *Northlander* to accompany his articles. Doug and I would later take these articles with us to Germany when we took delivery of our 993 (Jelly Bean) and retrace those roads used by Porsche to test drive the very first GMUND coupes back in 1948. I plan to run these each month for the duration of the series. Unfortunately, we no longer have those original photos nor even the half tones that were made from them, so the scans from the newsletter will have to suffice although I apologize for the quality, it is the best that (my) technology can achieve. I hope you enjoy these articles and find them as interesting as I did then and now.

The Volume VI, Number 1, Summer 1983 Cover



The Volume VI, Number 1, Summer 1983 Cover



On the Cover . . . *Vic Oliver Prepping for the Zone 1 Concours Photo*
by Doug Hendrickson

PORSCHE PLACES

by DENNIS BURNSIDE*

Intro to Series:

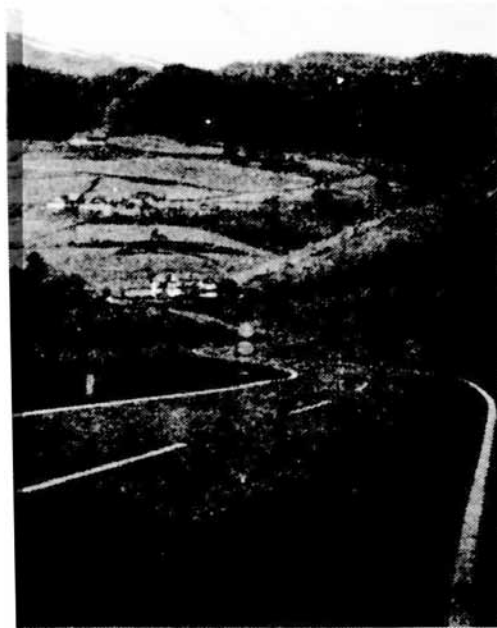
In beginning a series on places where Porsche lived and worked I've assumed that most club members enjoy Porsches for more than their car's performance or shape. Porsche cars, like Monet paintings, are pieces of art, designed not by a group of Detroit marketing majors leashed to shareholders out to make a quick profit, but by perhaps the greatest automotive designer yet to grace our planet. Unlike Monet enthusiasts who can do little more than contemplate the painter's works, Porsche fans can

drive Ferdinand's creations, sharing much of the enjoyment experienced by Ferdinand and Ferry Porsche not too many years ago.

But driving a 356, or even that hopped up, refined VW bug called the Porsche 911, would probably mean more if you've had a chance to drive in the Porsche's homeland, where Porsche cars are an integral part of German culture.

One measure of any industrial society's standard of living is how well it built automobiles. The Porsche car is perhaps the most obvious indication of Germany's high standards, and driving a Porsche is driving a little of Germany, a little of European history and a little of Ferdinand Porsche.

If you haven't had a chance to climb Katschberg Pass where Ferry first tested the 356, or visited Ferdinand Porsche's grave on an Alpine hillside in Zell am See, Austria, I'll try to make up for that in this series - or at least provide some travel ideas for your next trip to Europe.



DENNIS BURNSIDE

Katschberg Pass

Maffersdorf, the Beginning

I hate to begin a series with a place I haven't visited, but it seems essential to start with Ferdinand Porsche's birthplace. Thanks to some help from Klaus Parr, who handles Porsche's archives in Zuffenhausen - and who has visited Porsche's birthplace, I can provide a little new information on the inventor's roots.

Ferdinand Porsche was born on Friday, 3 September 1875 in Maffersdorf, Austro-Hungary. After WW I, the town was handed over to Czechoslovakia, which renamed it Vratislavice am Nisou. Whatever it's called, Porsche's hometown lies at the end of 80 miles of truck-filled two lane road northeast of Prague and driving to Maffersdorf is about as much fun as trying to get from Portsmouth to Manchester on Route 101 (it was still a 2 lane road in 1993) except that the New Hampshire road doesn't offer the opportunity to inhale foul smelling fumes from Trabants, Wartburgs and Skodas.

Maffersdorf, eight miles south of Liberic, lies in rolling country near the Polish and old East German borders. It's also about 80 miles from Dresden or from Teplice where Wagner used to take the waters and dreamed up Lohengrin.

When Klaus visited Ferdinand's birthplace recently, he found the two story stuccoed building still standing. Though not treated as an historical place, the locals know the structure as the "Porsche Haus". If Maffersdorf is anything like East Germany, or the rest of Czechoslovakia, the once white-stuccoed houses are now covered with a coat of grey/black coal dust, and the town has more than a few cobblestone streets.



PORSCHE ARCHIVES

The Porsche Haus, Maffersdorf

The Porsche family lived in the Maffersdorf area since at least 1432. Ferdinand's father, Anton Porsche, was the son of a master tailor from Altharzdorf, later incorporated into nearby Reichenberg. Anton was born in 1845 and moved to Maffersdorf by 1871 when he married Ann Ehrlich, herself born in Ruppersdorf in 1850.

Ferdinand lived in Maffersdorf for only about 15 years, when he left for Vienna. He showed little liking for his father's tinsmith business, but found electricity fascinating. As the automobile had been invented when Ferdinand was eleven, he would soon find a way to combine electrical and automotive engineering, his springboard to fame.

Ferdinand had two brothers: Anton, who was killed in an accident; and Oskar, who eventually took over the family business. Though some have tried to connect the Porsche name to Slavic ancestry, the Porsche tree seems mostly German as the Porsches lived in a German section of Austro-Hungary bordering Silesia, an area contested by Prussia's Frederick the Great and Austro-Hungary's Maria Theresa during the Seven Year's War.

Next stop, Vienna. d e n n i s

***Permission to reprint this article** must be obtained directly from the author, Dennis Bumside, 1093 South Street, Portsmouth, NH 03840

The Volume XXVI, Number 7, July 2003 Cover

Northlander



North Country Region
Porsche Club of America
July 2003

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

Cover Photo: Ryan Bobbitt gets Dad's (Kevin Bobbitt – NCR Advertising Chair) help in adjusting "tire pressure" for his upcoming run through the Auto-X cones during Parade 2003 (Photo: Laura Bobbitt)

Guess Who ...Back In The Day ????

Photographs by unknown_____



Mainely
Custom by Design, Inc. PORSCHE® SPECIALITY PARTS

Bob Futterer
Owner / Designer

218 Cranberry Meadow Road
Berwick, Maine 03901
Phone: 207-698-7646

E-mail: sales@mainelycustombydesign.com
www.mainelycustombydesign.com

CHESTNUT HILL
AUTO SERVICE

603-887-0911
Foreign & Domestic

Christopher Loader
Master Technician

Leader Imports LLC
— O B A —

219 Main Street, Sandown, NH 03873



The Zone 1 Rally - May 2013

by Jaime Gratton, photographs by David Churcher and Ken Jensen

“Stay focused Gratton!” This is what my husband is cheering to me as we are closing up the Zone 1 Rally on May 19th. We had two questions left and we knew that we were doing well...really well! To say that we are competitive would be a bit of an understatement. Jay and I were both athletes in high school and college and apparently this competitive nature that we have grown up with has carried on into our adult lives. We race to the car, we see who can finish the dishes fastest, we even compete in road races together (or against each other however you want to look at it). I think you catch my drift!

Normally, Jay and I don't rally together. We think that for the good of our marriage it would be best not to. So on the 19th when my rally partner had to back out because of illness and Jay still hadn't gotten a partner for himself we looked at each other and shrugged our shoulders. As if to say, “Yeah, I guess you'll do.” The thing is, Jay and I are good rally partners. We usually do well together (as long as we keep the arguing to a minimum). He is always the “Wheel Man” and I get to be the navigator/writer/pointer etc. This works pretty well for us!

Jim, Steve and Mike Gratton put together this year's Zone 1/Spring Rally. It started at the Red Hook Brewery in Portsmouth, NH. The weather was not as sunny (or warm) as most would like it but it didn't rain! The scenic drive took us through the New Hampshire seacoast and ended in Maine at the Stage Neck Inn right on the water in York, Maine. We were served a beautiful buffet brunch while we were there and enjoyed great company. While eating breakfast, Jim started to tell the group that there was some tie breaking questions that were going to be handed out. Jay and I looked at each other and knew we were going to be one of the groups that would get a question sheet. We waited and finally got our sheet! So we took it over to a quiet place in the room and started answering questions. This was a bit like déjà vu. One year ago we were in the same situation. The tie-breakers. You never quite know what you're going to get. How many chickens were at that farm you passed 20 miles ago? How many bridges did you cross? “Vote yes to #_____”. We were pretty confident on three of the questions but it was the other two that we were unsure about.

As we finished up breakfast, Jim began to announce the results. Kristen Allen and Ivy Cowles placed second (which is somewhat ironic because they are from the area) and then we waited. It had been announced earlier that who ever placed third would be writing the article for the newsletters. Well, I bet now you have figured out we didn't win. Jay and I placed third. A couple from Canada had won the rally. We earned a nice trophy to add to our mantle and a lovely gift bag that Debbie Gratton put together that contained some local goodies. Jay and I had an amazing time and made it through the entire rally without a single argument! Yet another feat passed in our marriage. Because, as Jim Gratton always says, “The first 100 years are the toughest!”



Team Gratton! Look at those smiles....



Don't fall for Jim and Steve Gratton trying to get your attention at the start to look left! Hmmm did you fall for it??



Mike Gratton and Jim Gratton checking to see if driver and passenger are still speaking to each other.



A beautiful Stage Neck View .. beautiful Porsche's



Botho entertaining Jennifer, Scott, and Jay



Botho Von Bose sporting the Red Hook stylish Hat.



Chuck and Joyce Gladle all smiles going over the tie-breaker questions.



Jim and Mike Gratton breaking the news that Hank Cowles and Steve Allen arrived back before Ivy and Kristen.



WINGS & WHEELS
Cruise-In/Fly-In
MINUTE MAN AIR FIELD

THURSDAYS, JUNE 6—AUGUST 29, 2013
(EXCEPT JULY 4), RAIN OR SHINE
5:00 PM—8:00 PM
MINUTE MAN AIR FIELD IN STOW, MA

10 Reasons to Cruise to Minute Man Air Field

- A big crowd each night: planes and cars, enough said.
- Join fellow car enthusiasts.
- All cars are welcome.
- Each week will feature specialty cars.
- Plenty of show car parking: 1500'-long runway, 70' wide.
- Show parking protected through a gated entrance.
- Good food, including wood-fired pizza, burgers, and dogs from the award-winning Nancy's Air Field Café, ice cream, popcorn, and libations.
- Plenty of public parking.
- Rules of the Runway to protect show cars and planes.
- Donations to benefit community service projects.

For more information: info@nashobarotary.org

FEATURED CARS

June 6	American
June 13	British
June 20	German
June 27	Italian
July 11	American
July 18	British
July 25	German
August 1	Italian
August 8	American
August 15	British
August 22	German
August 29	Italian

All cars are invited to participate every evening!

Donations will benefit local and international service projects.

Brought to you by the Rotary Clubs of Acton-Boxborough, Maynard, and Nashoba Valley; Minute Man Air Field and Nancy's Air Field Café



Special Porsche Night on July 25th with members of NER, NCR and typ356ne encouraged to turn out.

Also, German car nights on June 20th and August 22nd.





D L CARLSON INVESTMENT GROUP, INC.

STEPHEN D. ROBBINS
VP Marketing & Sales

Mobile: (203)969-5721 Office: (603)224-5977
Email: Steve@carlsoninvest.com

101 North State Street, Concord, NH 03301
www.carlsoninvest.com Fax: (603)226-2156

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

Autocross #1:

Stats by Joe Kraetsch _____

North Country Region Porsche Club of America

NCR Autocross #3 - Saturday, June 1, 2013

Porsche Novice				AM	PM	Total Time	PAX Time
1T	S1	Paul Stevens	1985 944	78.187	74.159	152.346	118.372
2T	S8	Rick Leaman	2006 911 4S cab	73.212	71.158	144.370	119.827
3T	S8	Hunter Leaman	2006 911 4S cab	74.491	70.767	145.258	120.564
4T	S4	Mathieu Charlebois	1988 944 Turbo S	78.278	77.433	155.711	125.503
5T	S7	joe migliore	2008 Boxsters s	79.022	74.887	153.909	126.051
6	T7	ed wong	2006 cayman	80.967	75.239	156.206	130.119
7	T4	Arthur Bryant	1986 911 cab	76.841	81.910	158.751	130.175
8	S9	james cullen	911 Turbo [996t	87.422	84.398	171.820	144.672
9	S6	Bill Morton	2012 Panamera 4	96.435	91.975	188.410	153.931
10	S1	John McLaughlin	1969 912	105.582	100.932	206.514	160.461
Porsche Ladies				AM	PM	Total Time	PAX Time
1T	P2	Lisa Roche	1988 924S	72.603	69.934	142.537	118.020
2T	S8	Judy LaRocca	2011 Cayman S	92.157	74.869	167.026	138.631
3	P2	ursula jillette	1984 944	92.581	83.815	176.396	146.055
Strict Stock S1-S4				AM	PM	Total Time	PAX Time
1T	S4	Adam Blauer	1994 968	71.063	70.545	141.608	114.136
Strict Stock S5-S6				AM	PM	Total Time	PAX Time
1T	S6	Ernest Grasso	2001 Boxster S	72.382	70.108	142.490	116.414
2T	S5	Steve Ross	2004 Boxster	73.653	72.487	146.140	117.788
3	S5	Chris Ryan	2002 Boxster	74.296	72.543	146.839	118.352
Strict Stock S7-S9				AM	PM	Total Time	PAX Time
1T	S8	Ed Moschella	2012 Cayman R	68.624	67.195	135.819	112.729
2T	S8	William Seymour	2010 Cayman S	68.230	69.134	137.364	114.012
3T	S8	Aaron Walker	2004 GT3	68.918	68.453	137.371	114.017
4T	S9	Walter Lunsmann	2009 911 turbo	70.964	69.034	139.998	117.878



5	S7	Jean-Luc Brousseau	2007 Cayman S	72.883	72.484	145.367	119.055
6	S8	Marc Polk	2006 C2S	72.405	71.062	143.467	119.077
7	S8	Samuel Romero	2009 911 4S	74.053	75.668	149.721	124.268
Production Street Tire T1-T4				AM	PM	Total Time	PAX Time
1T	T4	Robert Canter	1984 Carrera	71.868	70.932	142.800	117.096
2T	T4	Jeff Johnson	1987 911 Carrera	71.827	71.676	143.503	117.672
3T	T4	Robert Yomtov	1993 968	73.928	72.590	146.518	120.144
4	T4	Brian Halbert	1990 944S2	75.227	72.711	147.938	121.309
5	T4	James Trenz	1993 968 Cabriolet	75.142	73.327	148.469	121.744
Production Street Tire T5-T9				AM	PM	Total Time	PAX Time
1T	T5	Reid Van Gorder	1990 964	70.326	69.525	139.851	114.677
2T	T5	Nick Durham	1991 Carrera 4 Cab	72.452	70.619	143.071	117.318
3T	T8	Alan Davis	2007 911 C2 (997)	69.854	70.019	139.873	118.192
4	T9	Jerry Kaiser	2002 996 Turbo	78.264	77.584	155.848	133.405
5	T7	Brian Cooner	1999 911			DNS	DNS
Production Race Tire P1-P4				AM	PM	Total Time	PAX Time
1T	P3	Chris Darminio	1976 914	68.439	67.311	135.750	113.215
2T	P4	Georges Rouhart	1993 968	68.503	69.729	138.232	115.285
3T	P2	Bill Aubin	1984 944	69.317	70.630	139.947	115.876
4T	P2	Joe Kraetsch	1988 924S	71.209	69.838	141.047	116.786
5	P3	Tom Tate	1976 914	70.710	69.511	140.221	116.944
6	P2	gordon jillette	1984 944	71.956	71.951	143.907	119.155
7	P2	Read Fleming	1988 944	74.815	72.136	146.951	121.675
Production Race Tire P5-P9				AM	PM	Total Time	PAX Time
1T	P5	Oliver Lucier	1998 Boxster	64.959	66.976	131.935	110.033
2T	P6	Jeremy Mazzariello	2007 Cayman	66.518	66.511	133.029	112.409
3T	P8	Matt Thompson	2007 911 S	69.150	65.569	134.719	115.723
4	P8	Susan Kelley	2007 997 C2S	71.499	70.184	141.683	121.705
5	P9	Charles Stromeyer	2010 GT3 RS	73.824	70.621	144.445	125.811



Improved & Modified				AM	PM	Total Time	PAX Time
1T	I5	Stephen Lefebvre	2007 GT3 RS	62.554	62.960	125.514	110.577
2T	I3	Mark Skala	1970 914-6	64.597	64.051	128.648	111.666
3	I4	Greg Osche	2001 Boxster S	69.842	69.427	139.269	121.860
4	M4	Akira Mochimaru	2009 904 Replica	70.236	DNF	DNF	-
Non-Porsche				AM	PM	Total Time	PAX Time
1T	ESP	Samuel Krauss	1995 Eagle Talon	62.082	62.905	124.987	106.114
2T	STC	Chang Ho Kim	1989 Honda Civic Si	65.793	65.737	131.530	108.380
3T	CSP	Rob MacAlpine	1999 Mazda Miata	65.093	64.300	129.393	111.407
4T	ESP	Charles Moss	1995 Eagle Talon	67.243	64.989	132.232	112.265
5T	STR	Daniel Fillingim	1999 Mazda Miata	67.283	67.346	134.629	112.953
6	CS	Dan Polagruto	1995 BMW M3	68.761	68.942	137.703	114.844
7	STX	Justin Chen	2003 Lexus IS300	69.839	69.444	139.283	115.187
8	GS	Mike Banas	2007 Cobalt SS	70.533	70.778	141.311	115.309
9	STF	Ryan Kaiser	2005 Acura RSX	72.969	74.514	147.483	117.249
10	ES	Steve Sosik	1995 Mazda Miata	77.114	69.332	146.446	121.257
11	CSP	Kevin Wilder	2000 Toyota MR2	69.395	76.201	145.596	125.358
12	ES	Cameron Martineau	1980 Mazda Rx7	81.124	75.303	156.427	129.521
13	XP	William Stone	1993 Mazda RX-7	72.726	71.468	144.194	129.918
14	STR	Mark Dudek	2010 GT3RS	63.773	DNF	DNF	-



Hot Action at NCR Autocross #3

by Ed Moschella

Sixty one racers braved the high heat and humidity on Saturday, June 1st to compete in NCR's third autocross of the season, held at Moore Air Field in Ayer, MA. The Autocross staff was well prepared for a very hot day of competition; making sure there were ample supplies of water, scheduling a mid-day break in the action, and planning the event so that a full day of racing could be completed earlier than usual to keep things cool.

The day started early for course designers Scruffy and Chris Darminio, ably assisted by Rob McAlpine. Together, they laid out what could best be described as a deceptively fast course. The times and scores posted throughout the day confirmed what everyone suspected after seeing the course for the first time...it was fast. Club president Matt Romanowski made a guest appearance and spent the morning visiting and bench racing with members.

Competitors arrived early enough to prep their cars, have them tech inspected, attend the drivers meeting and complete the course walk before the heat reached its peak. Ollie Lucier led the novice course walk and based on the novice results, it looks like Ollie instructs as well as he drives! Competition in the novice class was close with notable 2nd and 3rd place finishes by father and son newcomers Rick and Hunter Leaman, co-driving Rick's 2006 911 4S cabriolet. They were bested only by class winner Paul Stevens in his 944, proving that driver skill frequently outweighs car performance. Congratulations Paul on your win and promotion to regular class racing!

Porsche Ladies class is new for the 2013 season and Lisa Roche won handily in the field of 3 at this event, but the gauntlet has been thrown! As more women compete and gain experience, Lisa will be working hard to maintain her standing.

Strict Stock class competition has been getting hotter this season with the recent addition of racers Adam Blauer, Aaron Walker, Walter Lunsman and Sam Romero from the novice ranks. Seasoned vets Bill Seymour and yours truly are finding the competition is getting a little too close for comfort and had to dig a little deeper into our bag of tricks to keep ahead. The competition is welcomed and new friendships are being forged along with new challenges.

Nearly all generations and models of Porsche were represented at the event, including the trio of well prepared and very well driven 914s of Chris Darminio, Tom Tate and Mark Skala. Perhaps the best proof that auto crossing is as much about driver skill as car performance. It is very impressive to watch these 40 year olds (the cars not the guys!) hold their own against much newer, more advanced and more powerful models. Hopefully proving to anyone considering autocross that you can have fun and be competitive with any model Porsche.

Porsche Fast Time of Day (FTD) saw a split award with the fastest raw time going to Scruffy and the fastest PAX time going to Ollie. Jeremy Mazzariello is creeping up the scoring ladder, second only to Ollie for PAX FTD. This may be your year Jeremy! Non-Porsche class was on fire with Sam Krauss taking first place and overall FTD by a substantial margin in his SCCA prepared Eagle Talon racecar that he trailered to the event.

Another successful autocross event is in the books thanks to the autocross staff and all the competitors. Complete results, along with more specific autocross information are posted at the NCR website and in this Northlander. Kudos to all the participants who worked so hard in the heat to make this event successful! Without your participation and hard work there would be no autocross!



Ed Moschella analyzing the course.



Mark Scala gets incredible times with his 43 year old beauty.

These photographs by Les Bidrawn are not to be copied or reproduced without the consent of Les. To order copies email Les at les@lesbidrawn.com. STUNNING PICTURES!



Scruffy maneuvers through the course.



Charles Stromeyer taking the corner.

HEAR YE! HEAR YE!

CALLING ALL PORSCHEPHILES

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

Ivy



Suzy trying to beat the heat!



This angle would make anyone dizzy!

SAFETY THROUGH TECHNOLOGY



We are your destination for safety equipment.
Come to our showroom to get everything
you need to drive on track. Safely.



HMS
motorsport

WWW.HMSMOTORSPORT.COM

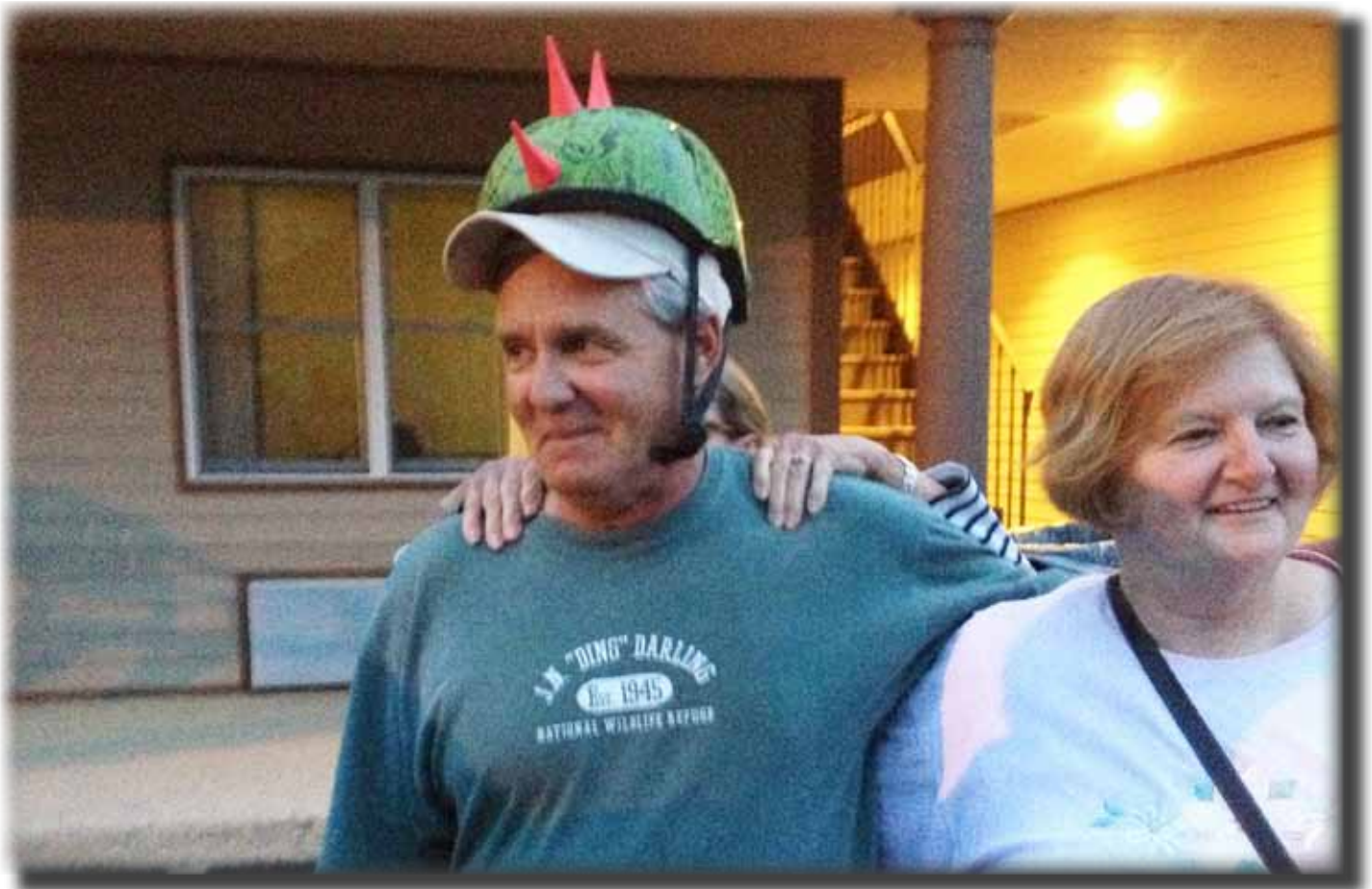
9A Electronics Ave Danvers, MA 01923 • Toll Free: 888.467.3269 • Local: 978-774-1615
STILO-USA.COM • SCHROTHRACING.COM • COBRASEATS-USA.COM



European Auto Service
AUTOWERKES
Maine
www.autowerkesmaine.com

Please visit us at our new facility at
398 US Route 1, Freeport, Me.

207 865 6600



John Dunkle sporting the newest safety helmet while getting Judy Hendrickson's approval.



JD excited to order his new helmet!

continued from page 08...

Brian Wells

Catherine Thomas - Member (Affiliate)

Haverhill, MA - 2011 Boxster Spyder

Transferred from Northeast Region; joined PCA 8/16/11

Willard White

Kathy White - Family member (Affiliate)

Hollis, NH - 2013 911 C4S

Member Anniversaries:

1 Year

John Amarante

Audrey Amarante – Family Member

New Bedford, MA – 1999 Boxster

Michael Couch

Kittery, ME – 2002 911

Peter Eden

Walpole, NH – 1996 911 Aero

Walt Freese

Stephanie Freese – Family Member

Manchester, NH

Chris Hegarty

Joyce Hegarty – Family Member

Hooksett, NH – 2001 Boxster

Karen MacIntyre

Hancock, NH – 1983 911

Lee Melanson

Karen Melanson – Family Member

Newburyport, MA – 2009 Cayenne

Chuck Rudinsky

Exeter, NH – 2005 Carrera S

2 Year

Bob Adams

Elizabeth Adams – Family Member

Alstead, NH – 2009 911

Art Karabelas

Jackson, NH – 1989 964

Doug Keslin

Daniel Keslin – Family Member

Meredith, NH – 996 Turbo

Kenneth Peterson

Laura Peterson – Family Member

Newington, NH – 1980 911 SC

Mako Saito

Lyme, NH – 1974 Carrera

Chris Walsh

Leah Walsh – Family Member

Nashua, NH – 1999 Boxster

10 Year

John Lussier

Christine Lesinski – Family Member

Randolph, VT – 1985 911

20 Year

Taylor Mudge

Sarah Mudge – Family Member

Camden, ME – 1973 911

David Percival

Penny Percival – Family Member

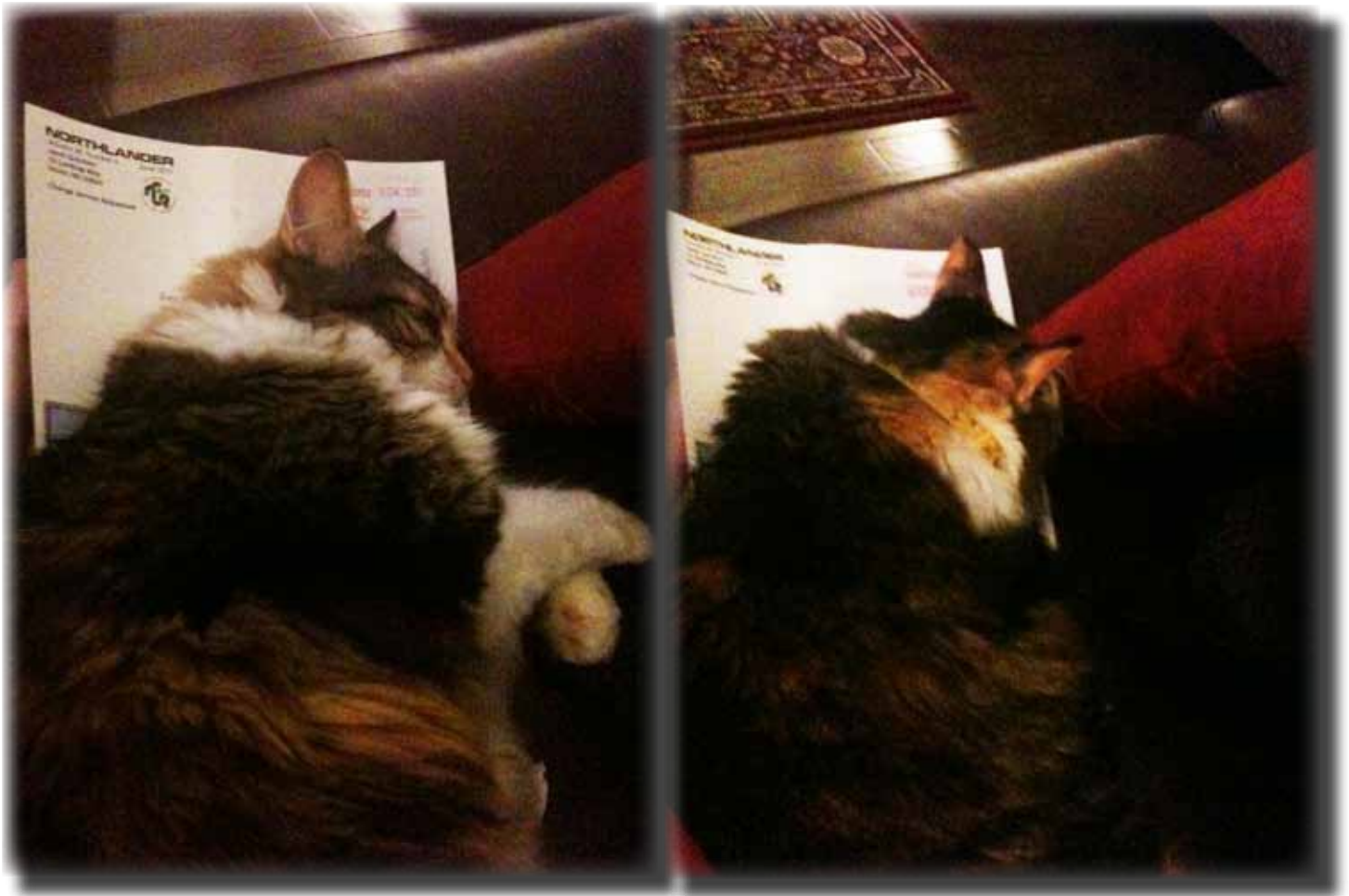
Andover, ME – 1986 911

35 Year

Barry Bush

Flora Bush – Family Member

Kittery, ME – 1973 911



Jennifer and Scott Webb reported in that Kitty read the Northlander cover to cover! It sure was exhausting!

Kachel Motor Company

Sales, Maintenance & Fabrication Work on
German & Italian High Performance Automobiles



PCA Authorized
Tech Inspector

Softronic
Softronic ECU Flash tuning



KMC

KMC



425 Canal Street
South Lawrence, MA

(617) 759 8973
www.kmcauto.com

North Country Region Annual Porsche Car Show

Benefits The Make-A-Wish Foundation of New Hampshire



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

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

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

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

A DJ will be providing the music.

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

Tethered Hot Air Balloon Rides - weather permitting.

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

Special Thanks to Porsche of Stratham for hosting the event.

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

Do You Recognize This NCR Member??

Photograph by ???????





**NCR-PCA Getaway Weekend
North Adams, Massachusetts
September 27 - 29**

*Fall in love with
the Berkshires*

- Picturesque but curvacious driving tours & side trips
- Good food & conversation
- Excellent accomodations at a great price
- Joint exotic car/plane show Harriman & West Airport

Make your reservations now: \$146.⁹⁹ per night

(25 rooms on hold, ask for NCR group rate)

Holiday Inn North Adams

413 663-6500

Questions? Social Co-chair, Carolyn Choate
crchoate@tv13nashua.com • 603 533-4984

<http://johnburk.zenfolio.com>

Tech Talk: by Steve Robbins

As a kid growing up I could be found repeating one of the most famous product slogans ever created: "Prestone, Prestone.., who needs Prestone?". A seasoned mechanic would then answer: "You can pay me now, or you can pay me later" as he flashed a large wad of paper currency. As a newly minted automotive repair shop owner, I get to forensically see first hand what happens when customers lose track of their automobile's care and feeding. Here is a case study of a problem facing many of our cars regardless of age.

Ignoring preventative maintenance can be unnecessarily expensive and detract from a positive ownership experience. While most people would agree that Porsche automobiles are some of the most attractive machines on the planet, most people are intimidated by the complexity of these machines or the legendary cost of upkeep if they are unwilling to work on their own cars.

Even as these cars continue to become safer, more reliable, and just as fun to drive, there is one enemy your car has that is not in the owners manual. This enemy attacks from all angles day and night and no amount of oil changes or wax will deter its progress. The effects of this enemy start off so subtle that it is hardly noticed until one day, your car starts hatching gremlins.

The silent killers attacking your car are trees. Their pollen mixes with road dirt, sand, and grit to create a sticky emulsion and sifts into all of the crevices on your car with the help of the wind and water. Once the fine mud starts to adhere to all of the devices the engineers utilized to route water away from your vehicle, it only takes a malicious twig, rogue pine needle, or curious leaf to finish the job. Once in place and fully submerged they swell and bond and eventually every new particle is welcomed and given a place in the new obstruction.

CASE STUDY

It's Monday morning and I am excited to get back to work as the yard is full of broken cars and my team is at full strength after a chest cold ravaged the garage last week. I caught "it" Friday night and spent the weekend in bed trying to identify a technical topic that was within my mechanical grasp. My first observation: Please bring back the old Nyquil recipe, it worked MUCH better! My second observation: Procrastination is rarely linked to success but in this case it may have helped.

As I am coughing my way through the garage trying to cure my ailment with a chilled energy drink packed with exotic vitamins, I notice two of my guys standing around a customer's 2000 Boxster I brought in on Friday afternoon. Being a card carrying Porsche aficionado I confidently sipped my magic potion and asked the Master Technicians what was going on. One of them turned to me with a shirt that has been soaked from elbow to cuff and tells me that the hood and the trunk levers are inoperable and while checking fuses in driver's foot well, found the carpet soaked to the bone. It was driven in on Friday with beautiful weather and I drove it to pick up a part locally and it drove as it should.

I found the manual in the secret hiding place behind the seats and it said that this would happen in a low battery state. The car would start but the key would not lock or unlock the doors? I also noticed that the red light was illuminated on the manual lock button and that was when Master Tech number one said "the immobilizer must be submerged". I could hear Jack Saunders cursing the Porsche engineers for mounting a sensitive and expensive electrical component in one of the lowest parts of a convertible car.

The driver's seat was removed, the black box was removed and while I manned the shop vac, the box was brought to a bench and opened up. Over the noise of the shop vac, I heard a "whoa, looks like high tide". The insides were pretty corroded so this problem was not a one time "whoops, I left the top down and forgot" issue. While water getting into a convertible was not a new story, how the carpet got wet inside a garage over the weekend was a big mystery?

A call to the owner enlightened us to the fact that prior to the drop off on Friday; the car had been through a mechanized car wash. The owner lowered the top and after a short drive it was given to us for some routine maintenance. I went out to the garage with a flashlight, raised the top halfway and peered down into the drains. Both drains were completely clogged with twigs and other tree products. The shape of the test pool back there where the convertible top drops down acts like a baffle and is ideal for retaining liquid during acceleration and then extremely efficient at channeling the water down the driver's side firewall during braking.

The remedy: a new Immobilizer box (\$550), eight hours of labor, and a trip down to the dealer on the flat bed to program the box with the ECU and two key fobs. It comes down to over \$650 per clogged drain. Your car probably has drains in the cowling, sunroof, and sometimes trunk that need to function. If you can do some research to identify which drains are present, you can gently remove debris by using tweezers and a vacuum. If you are not inclined to work on your car, have your mechanic check your drains before your car drains your check book.

Memorial Day DE Photographs by David Churcher.



The Three Muskateers checking things out on track at NHMS during NCR's Memorial Day event.



Bob Tucker chatting with Mark Nadler



Paul Jaques of Rennline #79



Chicquita - Matt Romanowski and Judy Hendrickson



Le Mans 24 Hours/ World Endurance Championship: Text and Photos from Presse Porsche

Successful rollout for new Porsche LMP1 sports prototype

Stuttgart. The new Porsche LMP1 sports prototype, which will compete in the sports car World Endurance Championship (WEC) and in the 24 Hours of Le Mans from 2014, successfully completed its first rollout today on the Porsche test track in Weissach. Before the eyes of the entire Board of Porsche AG, Porsche works driver Timo Bernhard took his new 'wheels' through its initial function check.

The LMP1 racer turned its first laps on the circuit several weeks earlier than originally planned. "We are well on schedule," says Fritz Enzinger, Head of LMP1. "Our newly formed team has worked with utmost concentration on getting this highly complex vehicle on the track as soon as possible. This allows us a few additional weeks for more testing and further development. From 2014, the regulations are primarily based on efficiency. This makes the competition amongst engineers more interesting and presents us with completely new challenges."

Since the decision in mid-2011 to return with the LMP1 racer to top motorsport as a works effort, the Motorsport Centre at Weissach has grown significantly. A workshop and an administration building were built and accommodate around 200 employees who are responsible for the design, assembly and deployment of the LMP1 car. From the 2014 season, the racer will be fielded by a Weissach-based works squad.

"I was involved in the development of the new car right from the outset," says Porsche works driver Timo Bernhard. "I'm very proud that I was the one to take our baby through its first paces today. Already now the car feels great. I look forward to testing the vehicle in the coming weeks and months with my friend and colleague Romain Dumas." Bernhard (32) and Dumas (35) are the first two regular drivers in the LMP1 project and will carry out the majority of testing on various international circuits.

"During the development of our new LMP1 vehicle, we faced the same challenge as in the series production development of our road legal cars," says Wolfgang Hatz, Board Member for Research and Development at Porsche AG. "Our aim was to achieve the best possible efficiency without compromising performance."

Matthias Müller, Chairman of the Executive Board at Porsche AG, particularly emphasises the benefits customers will enjoy from the development of the high-tech race car. "The engineers were able to start with a blank sheet of paper in the design of the new LMP1 car that was out here today on the Weissach race track for the first time. Hence, they were able to apply many new technologies within the framework of the regulations that will also benefit the customers of our road legal automobiles in the future. After all, there's a race car in every Porsche."



Other shops bring their problem cars to us--

We have the LATEST in DIAGNOSTIC TECHNOLOGY.

Precision Imports



We specialize in fuel injection & C.A.N. diagnostics.

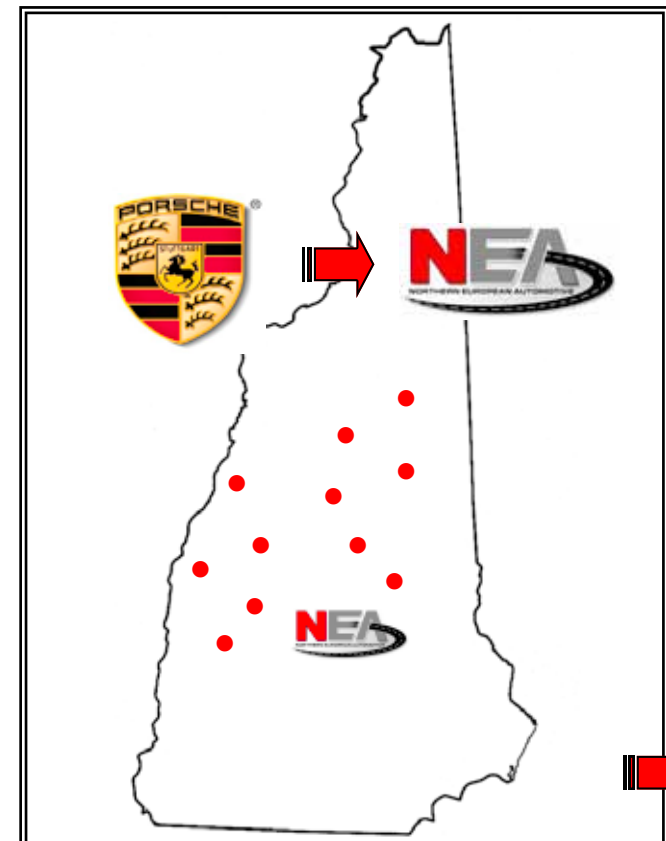
We have 5 ASE Master Technicians with Advanced Level certification; 2 of them are Bosch Master Technicians.

We believe in perpetual schooling so our technicians are well versed in the latest automobile technologies.

183 Faltin Drive, Manchester, NH 03104 Toll Free: 1-800-464-2031 | Phone: (603) 624-1113
Hours: Monday-Friday 7:30am-5:30pm



Jim and Deb Gratton's 1985 911 at turn 2 at the Zone 1 48 Hours at the Glen - she sure is pretty!



New Hampshire - The Granite State

Porsche Power & Performance Just a Short Drive Away!

FROM:	TO: NEA/MILES
Chocorua	67
Hanover	66
Waterville Valley	62
Moultonborough	52
Grantham	48
Holderness	44
Meredith	43
New London	39
Wolfeboro	38
Alton	27

Northern European Automotive, Inc.
 14 Chenell Drive, Concord, NH 03301
 (603) 228-0533 TeamNEA.com

**WITH A FEATHERLITE, YOU GET THE TRAILER YOU WANT ...
WITH THE QUALITY YOU DEMAND**





Get your car to the show, the race or any big event in the best - an aluminum Featherlite car trailer.

Easy towing, durable, feature-rich Featherlites are the first choice of champions and auto enthusiasts everywhere.

Willowdale Farm Trailers Topsfield, MA

www.Willowdaletrailers.net email: willowdalefarm7@msn.com Sales: 978 376 7736

8 year warranty - 15% discount to PCA members



Could that be Dr. Broadhead? No wait...it is inspector Ed!

Summer Curves Rally

Saturday, August 10th

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

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

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

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

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

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





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
Kachel Motor Company	Massachusetts	617 759 8973
Exotech	New Hampshire	603-382-3599
Sports & Vintage Car	New Hampshire	603-675-2623
Dupont's Service Center	New Hampshire	603-742-8627
Series 900	New Hampshire	603-863-0090
Porsche of Nashua	New Hampshire	603-595-1707
Blair Talbot Motors	New Hampshire	603-740-9911
Precision Imports	New Hampshire	603-624-1113
AVA Restoration	New Hampshire	603-563-8910
JSP Motorsports	New Hampshire	603-477-9738
Northern European Automotive	New Hampshire	603-228-0533
Continental Automotive Repair Service	New York	845-356-2277
Auto Union	Vermont	802-223-2401
Green Mountain Performance Co.	Vermont	802-775-3433
Eurotech	Vermont	802-660-1900
Rennline Inc	Vermont	802-893-7366
The Metric Wrench	Vermont	802-751-8577
Heads Up Motorsports Inc.	Vermont	802-886-2636
The Auto Master		802 985-8411

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



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



Akira Mochimaru, Natick, MA am904gts@gmail.com

Books: (\$50.00 for the lot)

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

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

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



1977 911S

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



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

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

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.

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.



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

ITEMS FOR SALE:

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

914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxster/996 center console - \$200 ... Gray and silver boxster/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contocook/Hopkinton, NH frank.sanford@us.army.mil



Cross this off the bucket list...Brothers Steve Gratton, Mike Gratton, and Jim Gratton at Grattan Raceway. More on this in the August issue.



Le Mans, Photograph by Presse Porsche

EXOTECH

LET OUR EXPERIENCE HELP YOU

All facets of routine maintenance
for daily driver to race car

Complete head work

Port work with flow bench testing

Crankshaft grinding
and knifedging

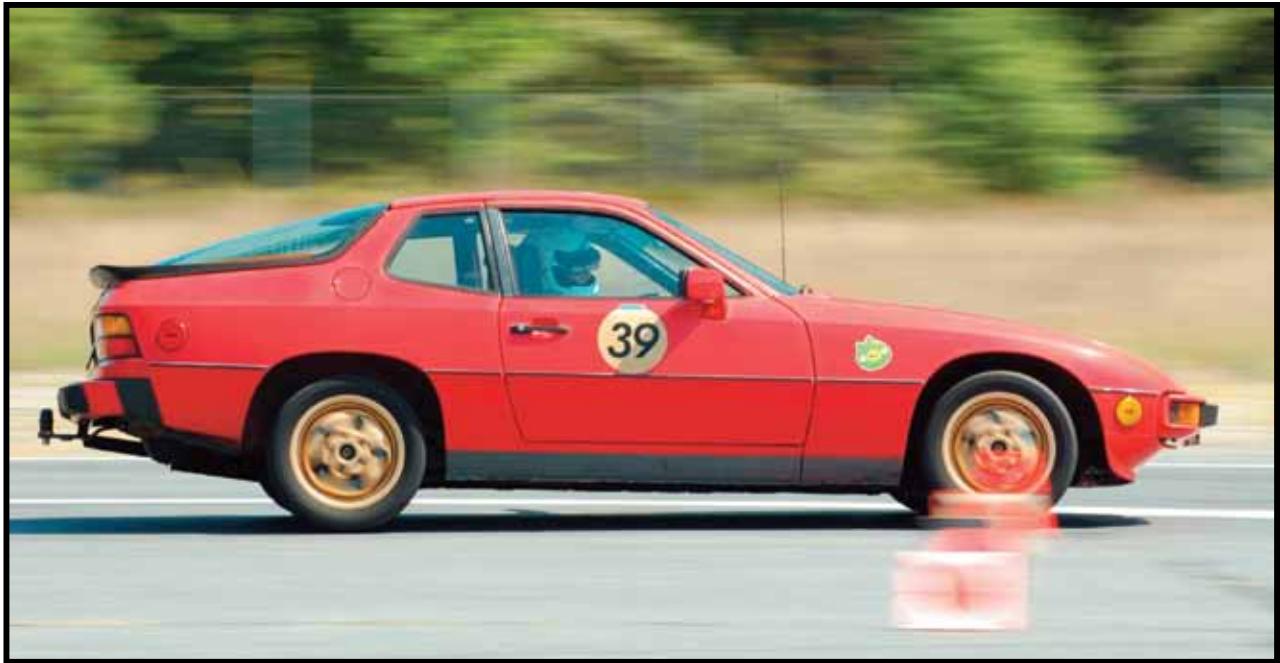
Boattailing

Motec and custom wiring harnesses

Mark Nadler 9 Newton Road Plaistow NH 03865
(603) 382-3599 www.exotechpower.com



twenty eighth annual autocross



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

this year's event

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

how much it costs

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

where to stay

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

who to talk to

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

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

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



Be Ready for Track Day...

...Be Ready for Every Day



Tuning • Handling • Maintenance



**ASE Certified Master Technicians
Full Service Foreign Auto Specialists**



**Factory Level Diagnostics and Service for Porsche
Call 802-775-3433**



www.GreenMountainPerformance.com

Passionate about Performance, that best describes Green Mountain Performance. Established in 1995, they have been at their current location for over 11 years, in the heart of central Vermont on Route 4 in Mendon. They are the place to go for the best in general service, repairs and performance modifications for your cherished rides. Their new facility has allowed them to expand service to accommodate the specialized tools & diagnostic capabilities to provide accurate repairs on today's complex vehicles with their many on board computer systems.

After 30 years of show winning, trophy grabbing, solid performing and attention getting vehicles, they have built a small but dedicated staff of craftsmen & suppliers to provide the utmost in satisfaction for their clients. They can now proudly say that they can accurately provide dealer level service on all German marquees, predominantly Porsche, with a bevy of state-of-the-art diagnostic equipment & personalized service unmatched in their area. Their ASE certified technicians are not just nine to five, they live this stuff-from the streets to the track.

AD INDEX

32	Autowerkes
CPI	Inside Back Cover
Green Mountain	page 1
Inside Front Cover	EPE
53	EXOTECH
32	HMS
12	Kachel Motor Company
Outside Back Cover	Mallard Insurance
47	Northern European Automotive Inc
46	Precision Imports
13	Stuttgart Northeast
56	Superior Interiors
47	Willowdale Farms

BTW



For those who did not recognize that face, it's NCR's Past Co Newsletter Editor and member Tracey Levasseur. Page 19 was NCR's Brett Wright.

Northlander advertising rates:

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

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



SUPERIOR INTERIORS

by

Randy Packard

III Generation—30 years experience

- Award Wining Interiors • Hot Rods & Antiques
- Mild to Wild Designs • Convertible Top Specialists
 - Boat Tops • Commercial & Residential
- Motorcycle Seats • Truck & Car Accessories
 - 12-Bay Facility

Quality & Integrity
Servicing all of Your Upholstry Needs

www.superiorinteriors.com

603.627.0688

Hooksett, NH

NEXT MONTH

Zach Kidd's article.

Tremblant/Calabogie DE and more...

CONSUMER PROFILES, INC.

DIGITAL PRINT / FULFILLMENT

Give us your tough, complicated, highly-customized programs.

Give us your critical applications, your state-versioned promotions, your company-specific sales support.

Give us your logistical nightmares, your packaging horrors, the printing dilemmas that give you the shivers.

We'll give you
TOTAL FULFILLMENT



CONSUMER PROFILES, INC.

111 Venture Drive, Dover, NH 03820 • 603-742-4000
lLeonard@ConsumerProfilesInc.Com

NORTHLANDER

Volume 3(Number)

Janet Quintero

12 Landing Way

Dover, NH 03820

g k \$" #%



Change Service Requested

PRSR STD
U.S. Postage
PAID

Portsmouth
NH
Permit #60



BECAUSE BABIES *need* SPECIALISTS

Hagerty specializes in collector cars and their adopted parents. Both deserve pampering – care and expertise you won't find in the practices of general insurance companies. Call your local Hagerty agent below for a consultation. The doctor is always in.



MALLARD INSURANCE

Auto • Home • Life • Business

Michael A. Bernier

5 Coliseum Avenue
Suite 303
Nashua, NH 03063

603.943.7257
F 603.943.7259
michael@mallardinsurance.com



Classic Car Insurance™