

NORTHLANDER

NORTH COUNTRY REGION

Volume 37 Number 6

PORSCHE CLUB OF AMERICA

July 2014



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24 Heures Du Mans 2014

Notes from SPA

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Statement of Policy

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

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 40 for advertising rates.

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On the Cover

The cover shot was taken by David Churcher while attending 2014 Le Mans - see full story on page 31.



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CALENDAR

NCR Calendar or Events

July

- 3- Rotary Car Show @6:00
- 7-9- NER-DE @ Mont Tremblant, Canada
- 12- Sunset on Mount Washington BBQ and Drive @ 5:00
- 19- NER An Afternoon with David Hobbs @ 2:00
- 20- NCR Make-A-Wish Car Show @ 11:00
- 26- NCR Autocross

August

- 2-3- NCR-DE First time @ Thompson Speedway
- 3- NER Autocross
- 12-13- NER-DE @ NHMS
- 22-24- NER-DE @ Watkins Glen
- 23-24- Zone 1 Autocross @ Devens
- 26- Ice Cream Run @ 6:30

September

- 7- NCR Autocross (Wounded Warrior Benefit)
- 9-10- NCR DE
- 12-14- Zone 1 Rally, Concours and BBQ
- 20- NER Autocross
- 26-28- NER DE @ Thompson Speedway

October

- 4- NER Autocross
- 9-10 NCR DE Spring is a Long Time Coming
- 17-19- NCR Get-a-way Weekend

EDITORS' DESK



Seriously... July already?? Where does the time go? I hope you are all enjoying the not so spring like weather. Still nice enough to get out and drive. Maybe even stop at the Porsche dealership to see what new and exciting vehicles are on the lot.

Bring that Porsche out and join us for some spectacular NCR events. See you soon.





Matt Romanowski **Wide Open**

It's hard to believe while writing this article that it's already the middle of June and summer is in full swing. I'm not sure if it's the bit of rough weather we had through the Spring or the process of getting our house ready to sell. By the way, does anyone need a heated, 4 car garage with a small detached house in Manchester? If so, let me know!

In the process of de-cluttering our house and getting all those projects you put off until tomorrow (tomorrow actually came!), I realized that staging your house for sale is a lot like a full on concours event. In a concours, we are cleaning our Porsche and getting everything back to how it left the factory, making your car as close to perfect as you can. Fresh wash and polish on all the painted items. Rubber protectant on all of the rubber to make it look fresh out of the mold. Vacuuming all the carpets getting them to look fresh out of the mill. Cleaning and protecting the leather seats, dashboard, and doors so they are factory fresh.

In the process of getting our house ready to list, we went through the home version. Wash the vinyl siding, refinish the wood floors, get new carpet, paint some rooms, touch up any marks on the walls. Scrub the cabinets and treat them with Murphy's Oil. Then, dust everything and keep going around the house trying to keep the pollen off of everything.

After doing all the projects and work, you start to look around and wondering why you want to move. That is where the big difference with concours comes in. After prepping your car, collecting your trophy (if all goes well), you get to look at it with an admiring eye, remembering how much you enjoy it. The best part is you get to take it home!

Jackson just turned 2 - how times flies! - and a little town in France decided to throw a race for him. In case you didn't know, Le Mans was June 14th this year. Brook Smith came to me this winter with the idea of putting together a viewing event to celebrate Porsche's return to the race. Working with Porsche of Stratham, it quickly turned into a multi-region event with Northeast, Green Mountain, and Downeast Regions invited. Word has it that things went so well, plans for a bigger and better event in 2015 are starting to shape up! With only 51 weeks to plan, it might be tight, but I'm sure this will be on the calendar for next year in case you missed it.

By the time you read this, NCR Autocross #3 will have taken place. I've been down for both events and I can tell you there is a good amount of friendly competition and the start of some battles for the season awards. I'm always amazed at how great a program Joe, Ollie, and Jeremy put together. If you have never been to an autocross, these guys and their crew put on a terrific event. If you have been, you would be amazed at how well our events run compared to other regions and car clubs.

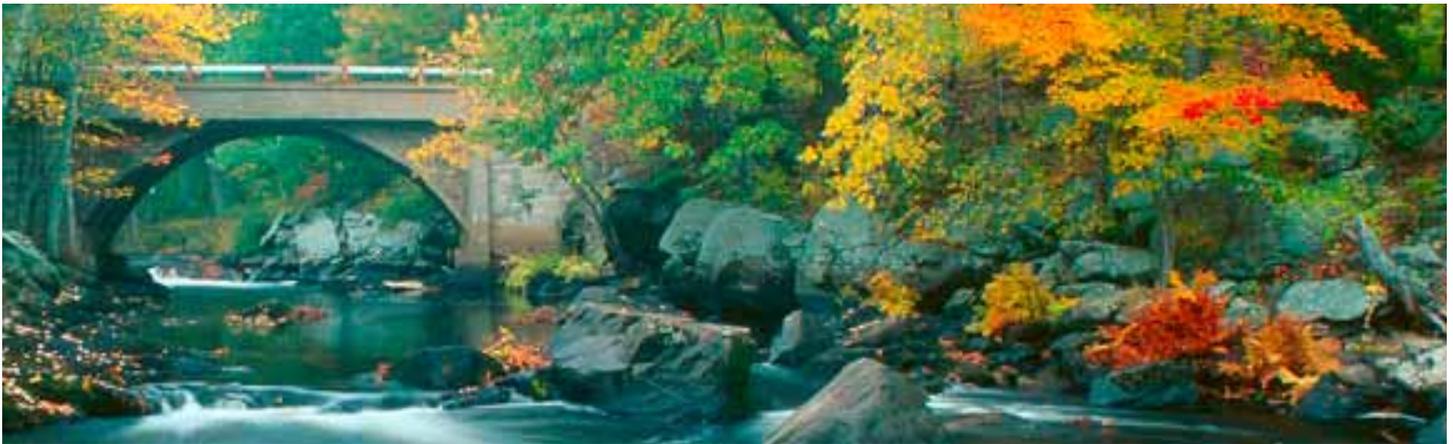
I have to attend a wedding in July that is going to make me miss one of the events I think will be in the running for Best of the Year. Jeff Torrey, rallymeister extraordinaire, has worked with some folks from Rennsport Region in Canada to have an evening drive up Mt. Washington to view the sunset. I'm sure it's been done before, I've never heard of it. What could be better than viewing a summer sunset from the highest point East of the Mississippi? Doing it with over 30 other Porsches! Enough folks have preregistered so the auto road is being closed so just our group can go up and come down. If that isn't a once in a lifetime event, I don't know what is.

Also coming up in July is our annual Make-A-Wish Car Show at Porsche of Stratham. Kathy Robinson will be providing the food for a small donation, the DJ will be ready with great announcing and music, Jay and I will be parking cars, and the rest of the NCR gang will be making the show another success. If you have July 20th available, I urge you to come out for a great cause.

No matter how busy your schedule, make sure to get out and enjoy this summer in your Porsche. Hopefully you can come out to an NCR event and enjoy some Porsche camaraderie as well!

LAMPREY RIVER TOUR SUNDAY, August 17, 2014

Come join us for a tour following the route of the Lamprey River from Newmarket, NH, through Durham, Lee, Epping, Raymond, Candia, and Deerfield. This approximately 40 mi ride will cross the river numerous times, allowing glimpses of this scenic river. The section of the river in Newmarket, Durham, Lee, and Epping is part of the National Wild and Scenic River Program.



We will meet in Newmarket across from Bowl-a-Mania 22 North Main St at 10:00 AM and follow a planned route to Deerfield to the final crossing. Lunch will be at the Nine Lions Tavern at 4 North Rd, Deerfield. As a special treat, there will be a tour and tech session following lunch at the Historic Motor Sports facilities at 174 Raymond Rd, Candia. This facility offers climate controlled storage, restoration services, and commissioned sales of foreign and domestic vehicles. The tech session will be presented by Klaus Steinbrueck, a retired Porsche mechanic with decades of knowledge and experience.

RSVP: Rally@NCR-pca.org



Jeff Torrey

Rally Time

Our Spring Rally event was a great success. People enjoyed the drive and the lunch at Moat Mountain. I appreciate your support, enthusiasm and the positive feedback in spite of the weather. I enjoyed meeting some new people and the time we spent together. I am looking forward to our next event. The upcoming rally event for July is a BBQ and Sunset on top of MT Washington. Details below.

Sunset on Mount Washington

Saturday, July 12, 2014, 05:00pm - 09:00pm

Time Line:

- 5:00 to 6:30PM - Meet for a BBQ at The Glen View Café / MT Washington Auto Road
- 6:45PM - Depart to the summit
- 8:30PM - View sunset
- 8:45PM - Depart from summit



The BBQ is \$ 16.50 per person and to drive the auto road is \$ 25 per person.

This is a group event with the Rennsport PCA. If we get 30 cars or more the road will be open to only our group. I expect this event will easily draw 30 cars.

Please mark your calendar and contact me by clicking on the RSVP button to register for this event.

Please don't hesitate to contact me by telephone or email listed below if you have an idea for a future Rally event.

Contact: (C) (603) 234 8898 rally@ncr-pca.org

MEMBERSHIP



Laura Futterer

July 2014 Northlander - New Members and Anniversaries

New Members:

Chris Martino
James Martino
Laconia, NH – 1976 912E

David Seavey
Topsfield, MA – 1987 944

Member Anniversaries:

1 Year

Jerrold Arons
Paula Arons
Hampton, NH – 2014 Boxster

Paul J. Myron
Martha Myron
Contoocook, NH – 2011 911 Carrera

John J. O'Connor
Michaela O'Connor
Concord, NH – 2014 Cayman

2 Year

John O. Amarante
Audrey Amarante
New Bedford, MA – 2000 911 Carrera

Thomas K. Bean
Hudson, NH – 1997 Boxster

Michael A. Couch
Hampton, NH – 2002 911 Carrera

Peter Eden
Walpole, NH – 1996 911 Carrera

Member Anniversaries:

Walt Freese
Stephanie Freese
Bedford, NH

Christopher Hegarty
Joyce Hegarty
Hooksett, NH – 2001 Boxster

Susan Kelley
Oleg Rekutin
Assonet, MA – 2007 911 Carrera

Karen A. MacIntyre
Ian Hunt
Hancock, NH – 1983 911 SC

Leo M. Melanson
Karen Melanson
Newburyport, MA – 2009 Cayenne

Charles A. Rudinsky
Exeter, NH – 2005 911 Carrera S

5 Year

Rob Cummings
Tammy Cummings
Jaffrey, NH - 2009 911 Carrera

Kenneth M. Goodman
Rhoda Goodman
Center Harbor, NH – 2005 911 Carrera

William C. Meyer
Penny Meyer
New Durham, NH – 1986 911 Carrera

10 Year

Barbara L. Gratton
Janet McDermott
Henniker, NH – 1973 914 / 1985 911 Carrera

15 Year

John Dunkle
Jennifer Munson
Portsmouth, NH – 1995 911 Carrera

Thomas D. Harris
Susan Harris
Salem, NH – 911 Carrera / 1974 911

45 Year

Donald L. Johnson
Sandra Johnson
Wolfeboro, NH – 1989 911 Turbo



Rich Willey **Where The Rubber Meets The Road**

The good things that come to those who wait are leftovers for those who got there first.

Musing #1

Long before Veyron, Ettore Bugatti (thus the reverse E - normal B badging) an Italian, was building magnificent race cars in the Alsace region of France (of course it was part of some Empire that was run by the guy in charge of Germany then). Bugatti produced just 8000 cars from 1909 to 1950 but had the distinction of winning the first Monaco Grand Prix, five consecutive Targa Florio's as well as two 24 Hueres du Mans.

Since 1959 there have been revival attempts and even a merger/purchase by an airplane parts company, Hispano-Suiza. In 1998 Volkswagen purchased the rights to the Bugatti name. It sounds strange, but Bugatti was back home in Germany. They began building the first Veyron in 2005. Everyone was awed by its 1001 horsepower, quad-turbo W16 engine. It actually produces over 3000 HP but 2000 HP is lost as heat; thus the 10 hand built radiators.

So Bugatti, which almost disappeared from the face of the earth, holds claim to being the fastest production car in the world with, given that you have enough run-way, a 250+ mph top speed. EXCEPT the Hennessey Venom (one of which BTW, the "Walk this Way" guy owns), now claims to be the world's fastest production car in a two mile run. Please boys, no fighting.

Musing #2

Mr. Brown was born in Scotland in 1927. His father built a toy car for him and at an early age he became enamored with racing. He rose to prominence driving Lister Jaguars (Knobblys), competing against American racer Masten Gregory, the nerdy kid with the glasses, at both European and North American racing venues. In 1958, barely a week after his 31st birthday, he was battling Gregory at Spa-Francorchamps in Belgium. A nose to tail duel ended at the Clubhouse bend when Brown slid on wet pavement and sheared the right front track rod on a road sign. Yes, a road sign. He died the next day. William Archibald Scott Brown (Archie) was born severely disabled, because his mother contracted measles during pregnancy. He required several operations to enable him to walk and his right arm and hand were so crippled that he often had to drive one handed. He was barely 5 feet tall.



2014 F1 wheel



1966 F1 wheel

Continued on page 22



Mark Watson **MY SPIN ON THINGS**

As I write this article, we are still one week away from our DE event at Lime Rock Park and I already know that I will not be able to attend. Business reasons are keeping me out of town and unfortunately away from two DE events- the Niagara Region's advanced driver event at Watkins Glen and our event at Lime Rock. Missing the Niagara event is a bummer but missing our event is much harder for me to reconcile. I want to thank Matt (our fearless President) for agreeing to chair the event and in particular for conducting the drivers meetings. I also want to thank everyone else on the DE Team for doing their normal fantastic job preparing for the event and for helping make sure the event runs smoothly. I think I will ask Matt to give a bit of an update next month so you can get a sense of what happened and maybe what you missed....

What I thought might prove useful is to spend some time talking about our upcoming DE event at Thompson Speedway Motorsport Park (TSMP). To remind everyone, our event is on Saturday (02 Aug) and Sunday (03 Aug). You still have time to register so go to motorsportreg.com right now and make plans to attend. We can drop off cars and trailers Friday night which is a good idea since it makes the next morning a bit less hectic. A few folks have reported some difficulty getting hotel rooms so don't wait too long to make arrangements. Last month I mentioned that we would have camping sites available at the track but I recently learned that the facilities at the track are still not finished and not ready for use – maybe next year. There are several camping areas reasonably close to the track and you will probably find several of us enjoying the great outdoors on Friday and Saturday night at one of those areas. Our Saturday schedule is 'normal' in that we will tech the cars in the morning, hold the drivers meeting and be on the track at 9 am. Sunday, however, is a different schedule; the track gates will open at the normal time but the track will remain 'cold' until noon due to noise limitations imposed on the track. Once the track goes hot, we will run straight through to 7 pm! We get a full driving day - things are just shifted a bit. To take advantage of the free time Sunday morning, we are planning to have coffee and donuts available at the track and we have permission to conduct a track walk(s). The track walk will be an excellent opportunity to discuss what we learned on Saturday and make some changes for Sunday. We still need to get the cars through tech and hold the drivers meeting before noon on Sunday so we will still have a reasonably busy morning. A more detailed schedule will be available with the TrackPac.

As you all know, this is our first event at Thompson and many, if not most, of us will be learning the track. So here are a couple of questions we all should contemplate: "I've never driven this track – how will I learn where to go while maintaining a safe environment for myself and my fellow drivers?" With those in mind, let's consider some options:

Pre-event:

- Go to the track website and download a copy of the track map. Study the map to get the sequence of turns in your head and decide which turns are most important. Look for a written description of how to drive the track on the PCA Regions website who claims the track as their home track.
- Go to YouTube and look at a few in-car videos of the track. What I do is look for landmarks (trees, buildings, bridge, etc) in the video and link the landmarks to the track feature (turn L or R, exit a turn to a straight, blind apex turn coming up, etc). Watch the video(s) as many times as required to be confident that when you see the landmark, you know what is coming up on the screen. You won't be able to feel the car dynamics watching the videos but when you get to the track, you will have a basic set of references to help you continue the learning process.

Continued on page 20



KACHEL MOTOR COMPANY



2008 911 Carrera

\$44,995

2-Owner, absolutely stunning condition, clean carfax, no accidents or paintwork. 27k miles, heated sport seats, 6sp, 19" wheels w/color crests



2009 911 Carrera S

\$56,995

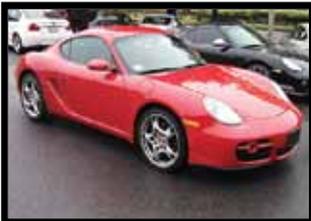
One owner, 50k Florida daily driven miles, 6sp, Bose, heated and ventilated seats!



2012 Cayman R

\$57,995

One owner miles, 6sp, heated seats, xenons, factory fire extinguisher, plus Bluetooth.



2008 Cayman

\$29,995

5sp, 26k miles, BOSE, Xenon, 19" wheels, new tires



2005 Carrera

\$35,995

6sp, 44k miles, navigation, dual power seats, black on black, xenon lights.



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Judy Hendrickson **LOOKING BACK**

Just back from the best 3 days of track (perhaps) ever and certainly the best ever at Watkins Glen – 70’s, low 80’s, low humidity, hardly a cloud in the sky. Great students and lots of driving made for a most enjoyable time with no paperwork or duties associated with being CIA at our home NCR events. This time it was Matt Romanowski’s time in the barrel as Zone 1 Chief Instructor. I felt for him every time he missed a run group or had to get back out of the car because of some incident to be addressed. The Zone 1 48 Hours of Watkins Glen event is unique in its broad cross section of attendees from regions across the Zone and the camaraderie of the weekend. This was the 40th anniversary of this event, the first (?) and for sure the longest running DE event in PCA history. If you haven’t been, do put it on your calendar for next year – it is usually in early to mid June each year and well worth the drive out.

Only 1994 and 2004 had July issues. I’ve chosen an article from both issues that illustrate the camaraderie and “specialness” of NCR — then and I’m pleased to say continues to the present.

From Volume 17, Number 5, July 1994



The 356 Division at the Zone 1 Concours,
photo by Vic Oliver

ZONE 1 - THE TWILIGHT ZONE *By VIC OLIVER*



Being Membership Chairman has certain duties and privileges. Not only do I get a lot of mail to open and answer, I also get invited to special places like the Zone 1 Concours and have the opportunity to ride in Doug and Judy Hendrickson's 911 SC. Since I was Porscheless (unregistered), I accepted as I did not want to drive down to New Jersey alone in the Cherokee.

Zone 1 is not what one might think it is. To most people Zone 1 is that area made up of 17 PCA Regions. To me Zone 1 will forever be remembered as that place in between the right rear quarter panel, the center tunnel, the back of the right rear quarter panel, the sloping rear window and the structural roll bar of a Targa. Once in there, one is locked in until the car stops. It is the Twilight Zone of a 911.

Unable to hear all of the conversation up front without changing yoga positions, I sat there for what seemed like hours focused on my own thoughts. Chanted by the continuous humming of the flat six only to be jarred back to reality by the impact of 38 psi inflated tires against the sectional cement seams of 1-84 and my head hitting the back window. So much for sports suspension and track prepared tires.

Having only a limited frontal view of the driver's head and hands, the speedometer and tachometer as well as the top of the left front fender, I couldn't see where we were going without changing positions and blocking Doug's rear view mirror. So I sat there doing mathematical estimates. If 3000 rpm in fifth gear equates to 55 mph (approximately), how fast does the engine turn in fourth gear to maintain the same speed?

Assuming, of course, there is no clutch slippage at the higher rpm. I did history quizzes too. Having a red, green and yellow Porsche in our travelling group, what countries' flags have those colors? I counted Porsches as well - keeping a running tally on models.

Since I had a view out the back window, I also entertained myself by winking at all the old ladies in the Buicks and Cadillacs we passed. It was interesting to note the finger pointing and the "Look, Dad", we got as we went by the other cars. I lip read one mother say, "Your father used to have a car like that. Isn't that right, dear?" The driver of the Plymouth van shook his head yes. Hang in there Buddy, I did and look where it got me.



VIC OLIVER

Timothy "The Apostle" Morse

The two 356's up front were followed by the Talbot Yellow 911 (seniority, you know; respect for its elders).

Three couples and a white haired kid jam packed in the back seat of a 911 making strange faces. Or was he in pain having back muscle spasms?

Doug and Judy took pity on me back there. We pulled in every few hours for a pit stop. I was able to get out, stretch my legs and talk to the other members of our caravan - the Grattons (Steve and Ann) and the Osbornes. All of whom were going to observe how the Concours was run on a Zone level and get in some "directing" practice for the Parade at Lake Placid in July.

Once we reached Parsippany or was it "Willoughby", I thought I had died and gone to Heaven. Perfect weather, super people, a great meal and fabulous Porsches to photograph - a repeat of last year without a car to prep. I had a great time meeting new people like Dom Miliano, the noted photographer who was this year's featured artist. I enjoyed seeing all the cars, especially the black RSR 3.8 Coupe that was trailered in from Virginia.

At awards time, the Morses took first place in their Class and Division with their beautifully prepared purple jelly bean 911 C2. Dave Rosette unfortunately had a problem with the S2 on the way to New Jersey and was unable to compete. I'll let him tell that story.



The Morse Family and their Class & Division Winning 'Purple Jelly Bean'

On Sunday, as I stepped into the Twilight Zone of the 911 for the return trip, I thought I heard a sound from inside the car. Perhaps it was the voice of the Apostle Timothy dressed in a long white T-shirt or that of the Saxon god Targa. The voice said, "It is better to be Porscheless than to be without friends who own Porsches". Thanks Doug and Judy, Steve and Ann and Don and Sandy. I had a fun time. My back may never be the same but it was worth it.



The two 356C Coupes heading home on I-287 - from the Back seat of the 911.

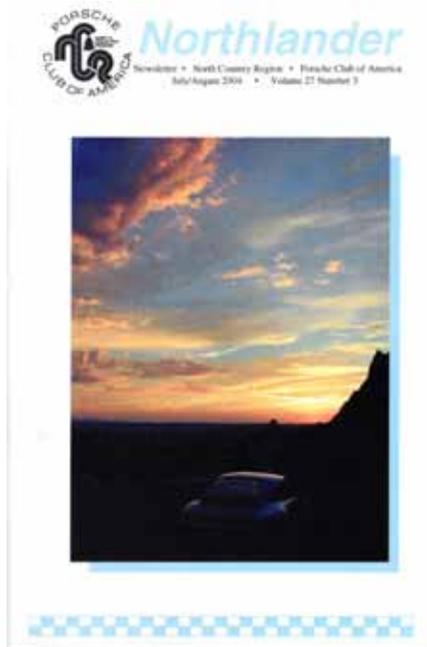
By the way, the person who can correctly name all those countries having a red, green and yellow flag or indicate the significance to the reference to "Willoughby" will have a chance to ride to Lake Placid next winter wrapped up in a padded ski bag placed die-agony-ally in the back of my Cherokee.

v i c

Editor's Note: For the fourth year in a row the Zone One Concours was a charity event for The Hole In The Wall Gang Camp for terminally ill children — This year's event raised about \$10,000!

Volume 27, Number 3, July 2004

Note: In the following article NHIS is now NHMS, Andy and Laurie Sanborn are now NH State Senator Andy and NH State Rep Laurie, Dennis Liu runs highly successful exotic car track events.



Jelly Bean in the Badlands ---Thelma & Louise's Excellent 2000 Odyssey, Photo: Ellen Beck, tweaked by David Churcher

A RAINY DAY IN A CLASSROOM - FUN? ABSOLUTELY! by Dennis Liu, NER

Driving past Concord on Interstate 93, in the pouring rain, with the world's biggest Dorito-eatin' grin on my face. I'm driving a yellow 996 I "borrowed" from my ever-patient wife ("honey, since you're driving the BMW über-sport-baby-schlepping-wagen today, what say I borrow your Porsche? It's raining, and I just waxed my car, soooo..."). Much the same exact situation I found myself in a mere 12 hours prior, albeit with a break-fast-burrito-eatin' grin instead. Why am I so happy to be virtually blind while driving in a downpour? Allow me to explain....

Memorial Day Weekend. 2004. The North Country Region of the PCA has scheduled a three-day Driver's Education event at New Hampshire International Speedway. Earlier this year, at prior events held at NHIS. Peter Faill and David Husak had convinced me to check out the NCR event, for two reasons. First, the Friday of the event was designated as an "Instructor Training Day", during which Ellen Beck would run the official PCA National "High Performance Driving Instructor Training" program, for which graduates will receive national approval by the PCA to instruct in any region. And more importantly, the second reason was that the North Country Region was filled with the most fun-loving PCA members in the world, and it was a gaping hole in my track experience not to have met this mysterious bunch of hooligans. Heck, sign me up!

I like to tell my DE students that I'm an instructor with various clubs and organizations, like the BMW CCA, the Ferrari Club of America, SCDA, TracQuest and several others, and have a couple of thousand laps of NHIS under my belt. This is not quite true - in fact, before this NCR event, I had never even been on the track before. But having spent Thursday night at a Holiday Inn Express, I was ready to instruct! The drive up to NHIS from Boston that morning was less-than-thrilling, as the heavens opened up just as I got to Concord. But I tried to take solace in the fact that a goodly portion of my day would be spent in the classroom.

The PCA National program was very, very interesting. It swapped between classroom and track time sessions, with candidates playing "instructor" and their counterparts playing "worst-novice-student-in-the-world" roles. We felt a bit silly at first, but most of us got right into it. "What's wrong with driving with one hand on top of the wheel?" "So I shouldn't pass in the middle of a corner?" "Whoops. I thought that was the turn-in cone, not the APEX cone." "Doesn't the yellow flag mean I should finish the lap as quickly as possible and pull into the pits?"

The Program was put together by many people from several regions, including Tom Bobbit, Hank Watts, Gary Church, Tony Funicello, Paul Dickinson, Bill Buff, Susana Weber and the notorious Canadian GT2/3 hotshoe, Bob Rouleau, who, to his eternal regret, convinced me a few years back that I too could be an instructor. Ellen handed out a thick manual filled with interesting tidbits -surprisingly, the course focused somewhat less on what to teach and rather more on HOW to teach. This was, in my very humble opinion, very valuable and crucial to the program, as most instructors taking this course already know the physics of driving, the technical background of prepping cars, advanced driving techniques, etc., but we may not know how to CONVEY that wealth of information to the student. So Ellen led us through a discussion of how people learn, and the best ways for us to encourage safety, enthusiasm and just as importantly, how to have FUN teaching.

The program is intended to standardize some practices across all PCA regions, and also to make sure that Instructors cover all mandatory, important topics with their students. We went over a lot of checklists to make sure that we wouldn't miss anything. It's not easy keeping the attention of 25+ type-A know-it-all instructors (and instructor-wannabes) while others are whizzing around the track outside the classroom (our combined attention span is probably shorter than a 13 year-old MTV junkie), but Ellen did it! It should be noted that Ellen only had to throw chalk at a couple of us to regain control of the classroom (in choral unison, "yes, Ms. Beck, sorry Ms. Beck").

While this program was running, the NCR also had a regular track day for those participants who qualified for intermediate/advanced status. For those black/white run group drivers, well, they got LOADS of track time, complete with professional flaggers. Extended driving sessions, no corner working on a cold rainy day, no annoying instructors around . . . had it not been for the downpours, it probably would have been the best day of the year for them. For the instructors, aside from the four "practice/role-playing" sessions, we also got a couple of open sessions at the end of the day, one of which was even in the DRY!

Personally, the value of going through the Program was equaled only by the fact that I finally got to meet some characters with whom I had conversed via the Internet on many occasions. The hulking figure pasting polka-dots all over a pristine white 911? None other than Andy "what driver's meeting?" Sanborn in person! Aided and abetted by his much better half, the fetching Laurie! And the ever-elusive John Dunkle, too (yes, he does really exist, though I have to admit that I did not see Mr. Dunkle actually cast a shadow). I hung out with some other friends and old acquaintances, like Steve Artick. Gaspar DiGiovanna. Abe Anderson. Damon Josz, and many others. My friend Dick Klingaman was there in his concours-ready, fresh-out-of-the-shop-new 917 replica, painted in traditional Gulf light blue and complete with a 3.8 RSR 964 Jerry Woods-engine with 400+ HP in 1700 lbs. Hey, Dick. I bet I can fit in the driver's seat - it's not a problem for the car to be driven without the driver's door, right?

During that one dry session. I had some fun on the track pointing-by Laurie Sanborn in her new toy - this monster Daytona race-car recreation. I think ONE of those rear tires had a bigger contact patch than ALL FOUR TIRES on other cars put together! I don't know with which toy Andy was more enthralled - the new data acquisition system in his and Laurie's cars, or the portable grill & icebox that allowed him to play paddock chef. That data system, by the way, is really nifty and impressive -now we have irrefutable proof that I'm not the only husband with a wife that's a smoother & faster driver on the track!

I really want to thank the folks in the North Country Region for being incredibly friendly, hospitable and fun. Especially Jerry Austin, the DE Chair, Scott Martineau, the affable DE Co-chair who had to suffer through role-playing with me all day, Pete Fail. Chief Instructor, Ellen Beck, instructor master extraordinaire, Phyllis Stibler (who was perhaps the best "novice" student of the day and who had to endure 20+ minutes of Dennis trying to regurgitate all the stuff he learned in class) and all the other NCR members running around doing work all day yesterday. Thanks!

True story about Scott, by the way. In our first session of the day together, we're cranking around the bowl in his very loud, very fast 944 Turbo, when the car just sort of stalls. Hmmmm.... It fires back up, only to relapse. Scott: "I think it may be the ECUs getting wet." Me: "Um, are the ECUs under the passenger footwell?" "Yup. Why?" "Well. I think you're right, because my right shoe is getting soaked by the little rivulets of water streaming down in the footwell." "Doh." "Yup. Scott. I guess you'll just have to drive my saintly wife's speed yellow 996, complete with defog and ABS and TC and rain tires, for the rest of the day." "Do you think she'd mind?" "No. of course not, and we don't have a choice anyway, as we really do need to finish this very important educational program, and we should probably do our

Continued on page 19

Porsche Club of America- North Country Region
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Thanks to Porsche of Stratham for sponsoring the event

For more information please contact Social@ncr-pca.org or Vice-President@ncr-pca.org

Continued from page 17

role-playing on the track, rather than just sitting in the garage making funny shifting and braking noises with our mouths." "Yeah, we'd look pretty foolish. Well, if I have to, I guess that I have to!"

And thanks also to Harry Dean Robinson of Porsche of Nashua for sponsoring the event - hey Harry, did you get a chance to do any laps in that gorgeous red Boxster S?

Unfortunately, after hanging out in the garage with almost all of the drivers afterward, enjoying a beverage and some non-Atkins approved snackage. I had to head back into the rain for the ride back to Boston. I cannot believe that I've been a PCA member for over a decade, and this is my first time running with the generous and cordial New Hampshire crew. Oh, and to all of you lucky NCR b*st*rds who got to enjoy sunny, dry weather at NHIS on Saturday and Sunday, while I was stuck at home with babysitting duty - you all suck!!!

Fondly yours.
—Dennis Liu

Region Wide - Ice Cream Run



When: Tuesday August 26, 2014 after dinner from 6:30 – 8:00 PM ish.

Where: At an ice cream stand near you. Stay tuned for exact locations.

Details: NCR is hosting an ice cream run at several locations across NH. A local member will be your contact and greeter at each site. To the extent possible we are using locations on the NH Ice Cream Trail, which is supported by the NH Dairy Association and it's over 4000 dairies.

Look for updates regarding specific locations in future Northlanders, and on the NCR website calendar.

Please bring the whole family and friends to enjoy the ice cream and Porsches.

Day 1: At the track:

- Get an instructor (who has driven the track before) to ride with you and give you some coaching. This starts the real process of learning and understanding the nuances of the track.
- No instructor available – follow someone who has previously driven the track. You may not be able to keep up with them (and you should not try!!) but you will get to see how they drive a few segments before they get away. Take advantage of the experience of other drivers in your run group.
- No one seems to know what is going on – slow down so you can put the information you have to use and begin to build upon your experience. Give passing signals as available so you don't get 'pushed' into going faster than you can cope with on the upcoming section of the track. Monitor your progress against the basics – consistency, smooth transitions, eyes down the track, knowing where the flaggers are located, etc. Remember, speed and safety come with good execution of the basics and your ever increasing experience with the track.
- Talk with your fellow drivers to hear how they are analyzing each section of the track and compare notes after each session.
- Participate in a track walk if one is available. This is a great opportunity to share ideas and experiences and learn what others are doing in each section and look at the track going forward and backward – you would be amazed what you can see by walking and really looking at the track surface and the contours.

Between Day 1 and Day 2:

- Talk with your friends and driving colleagues about their experience during the day.
- Think about what you learned during each session; what went well and where do you still need work. Decide what you are going to do the next day to improve and then drive that perfect lap in your head before you go to sleep.
- Get plenty of rest – you will be more tired than normal because you have been expending a lot more physical and mental effort throughout the day. Give yourself a chance to recover for tomorrow.

Day 2: At the track

- Repeat 'Day 1: At the Track' with your new knowledge and experience.

In closing, adding a new track to your driving resume is fun and when done with properly is as safe as driving your home track. We are all going to be in a very steep learning curve during this event so let's agree in advance to help each other learn and improve during our two days at the track. With your participation and support, we can make NCR's first event at TSMP safe, fun and one that we will look back upon as an excellent weekend.

As always, attached is a combined Track Schedule for NCR, NER and Zone 1. Registration is open at motorsportreg.com for NCR events and clubregistration.net for NER events.

Stay safe until I get a chance to greet you at my next DE event. See you soon!!

2014 NCR, Zone 1 and NER Drivers Education Schedule*

Date	Track	Host Region	Comments
July 07, 08 & 09	Mt Tremblant	NER	Concurrent with Blues Festival
August 02 & 03	Thompson	NCR	Be one of the first to experience the new track
August 12 & 13	NHMS	NER	DE
August 22, 23 & 24	Watkins Glen	NER	DE
September 09 & 10	NHMS	NCR	Garage Party
September 26 - 28	Thompson	NER	DE
October 09 & 10	NHMS	NCR	Season Closer and Track Dinner

* NCR event registration will continue to be on motorsportreg.com

NER event registration will continue to be on clubregistration.net

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Continued from page 10 - Where The Rubber Meets The Road

Last month I was ranting about the ever increasing complexity, i.e. electronics, of today's car. By chance I came across the first picture in a recent MMR column. The only thing I can decipher is the number at the top is the gear you are in and the row of white lights illuminate as you approach redline. I think P is the button to limit speed in the pit lane. I then went looking for an earlier F1 wheel and found Jackie Stewart's Tyrrell wheel. Note the old style Smith gauges on the "dash" and the "spanner" taped to the wheel. He did this after his crash at Spa where he could not get out of the car because the steering column was bent. He sat for a half hour in a cockpit full of fuel until Graham Hill and Bob Bondurant (both of whom crashed at the same place) got him out by finding tools in a nearby farmer's barn.

Magnus Results –Belle Isle

IMSA changed the field again at Belle Isle in Detroit by running 11 Prototypes and 21 GTD cars. Never kind to Magnus, Belle Isle - 2014 was no different. Qualifying 19th, 2 seconds off the pace, Magnus ended up 13th, 40 seconds behind the winner after 102 minutes of racing, dropping them to a tie for 3rd for the season, but only four points out of first. (IMSA awards points in tight increments with first worth 36 but thirteenth garnering 19 points) GT-D is not running at Kansas on June 6-7 so Andy Lally is co-driving a Continental Tire Series Camaro for Stevenson Motorsports. Must be interesting to jump in a Camaro after driving a P-car. Then again he spent a year in NASCAR!

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NCR Member Christopher Fahy works with his crew to replace the clutch slave cylinder during the Clash at the Glen

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Notes from SPA By Carol Hottenrott

With added commentary by Judy Hendrickson

Carol is a past member of NCR, transferring to Pacific Northwest when the Navy sent her to Everett, WA. She has since returned to the NCR membership fold while she is at NATO headquarters in Brussels, Belgium. I believe I was her first instructor at an NHMS event. We hit it off right away, having military service in common. I was most impressed with Carol as she is a Navy line officer, ship driver, officer extraordinaire. Here's hoping she does make it to Naval War College, down in Newport, RI, and we see her again locally at events. In the meantime, I hope she will continue to keep us updated on her Porsche happenings in Europe. JH



Hi Judy,

Hope you and all are well back in the great Northeast! I'm enjoying reading about it all thru the e-mail updates and the Northlander's columns on club activities. I meant to write you a ways back, regarding the Feb-Mar issue when I saw the Christmas pyramid from Erfurt picture. The Porsche dealership in Erfurt was where my car ended up...upon failing to make it to Bad Salzungen. Very nice dealership, I had two good espressos waiting for the diagnosis, IMS failure....but sounds like you had a much better time! The legalities of the claim are still eeking out, settlement decision made, but then an appeal... (Carol is referring to the class action suit against Porsche for the engine failures in the early Boxsters. JH)

But as long as I have a new engine...I put my money down and joined the Porsche club Francorchamps earlier in the year. Though most of their track days land during the week, I registered for their "big" event, Porsche Francorchamps Days which is overall a 3-day track event for which I could afford only one day--the Sunday, 3rd day (and cheapest).



Had just finished my own tech inspection (none required) and checked tire pressures and done one last Sat errand whereupon emerging, noticed the front left had lost air. Sure enough, had picked up a metal screw in 2km. In the States at 6PM on a Sat, one might still have hope, but nothing close in Europe. (And I sold my spare wheels that had winter tires on them when the Porsche was my only car here. Previously they would have sported spares.) I e-mailed the club secretary and asked what resources he knew of by the track, and my hopes rested on the on-site Michelin team.

So drove to Spa on my spare (good thing about those pre'05 Boxsters), 140 km southeast. Managed to register, find the Michelin van and encouraged them to find a solution. (Hard to believe but they were telling me they had nothing, but then remembered some pilot sport cup tires not in the computer...) Off to the drivers meeting at 0815 while letting the guys change two front tires. They use stickers for the helmet to represent attendance at the drivers meeting (no one checked what Snell rating one's helmet might be), but it represented the "I've been warned and take responsibility signature. Driving as a gentleman was also encouraged (and that no one would look askance at the glass of wine or beer with lunch, but save the bottle for the après track).

I made a huge mistake though in checking "sport" driver over "fun" driver or "race" driver (the later not really a problem as it was where I would have expected all red and black drivers to be). Fun was advertised as no experience and no changes to the car; sport as experienced drivers but no slick tires and racing was experienced and modified. Saw the fun group take off and thought uuuhhhhhh. Did I mention the rain? So needless to say, between a new track, no instructor, new tires and at least only a wet track for my first session, I was happy to classify myself as an obstacle rather than a hazard. Spa is wide enough to be overtaken virtually anywhere but for La Source and the Chicane. And on one occasion, I was overtaken on both sides simultaneously. Of course that was the problem that I spent so much time trying not to be in the way that I didn't get too much repeated focus on learning the right line. Second session was almost worse--knew what was coming on the track but rain and a really wet track meant that while I was trying to do better on the line, even a small miscalculation of speed or braking resulted in some fishtailed turns, especially on the downgrades of course



I opted to stick to being the obstacle that I was in the sport group--and the only Boxster I think, as no one called me out. I did pass one or two cars in the first session and then they may have gone to the fun group. The 3rd session did allow me to pull all the learning together (track dried out) and keep my confidence. Finally put a line together and tried to work each corner and then the connections and not let the traffic alter my training plan. I felt I had made much progress throughout the day and knew I was OK when I wanted to keep going. Previously I had found the 45 min sessions quite exhausting. Lots o' g's, worries about who's coming up, and getting things right so as to still challenge my skills and yet keep control. Whew. Glad it dried out! And I was very happy with my own effort to figure out the track. And in the final session, the track went red (nice light system in addition to flags), just after I had passed the pits. My own parade lap!



Anyhow, thought for a few years while in WA that I could let this hobby go, but 3, 45min sessions on a great track in Belgium and well, just want to go back and run better. I did learn to love Eau Rouge, but controlling the speed and line up after the downgrade from La Source is everything. So much to put together. Going back at every opportunity. Think I'll ask for a day off mid-week in June for another club track day. Hate to waste those Michelin sport cups on the average road! And this time I'll find a club expert and get some track insight.



We've come a long way since Erfurt! Wouldn't mind staying in Europe, but don't know if I'll finish the Navy yet from here or do 30 and finish in the States. Hard for the Navy to facilitate retirement in Brussels--nearest knowledgeable folks are in Naples. But, if I can do the War College in Newport for the final two years, it might work out!

Thanks for the training!

Best,
Carol

As John Dunkle says, NCR has the best DE program around and I think Carol is a testament to that. She may have gotten her initial basic skill training at the San Diego Region track replica layouts at Qualcomm stadium, but I'd like to think she got her track fever and disciplined approach to learning a new track here. Though a number of years have passed since she was last on a track, the methodology/process we teach still serves her well. Well done Carol! JH

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Autocross #2 - Fun Fun...



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Edgar and Matt discussing the days events...



Maybe because it is yellow...



A great turnout as usual...

24 Heurs Du Mans 2014 by David Churcher

Preface:

As I write these lines for a preface to the following article I am sitting in my hotel room in Heidelberg, Germany. I am almost as much "at home" in Heidelberg as I am in Exeter NH, or, Launceston Tasmania. So my mood is a little improved over what it has been for the recent week.

Jack and I arrived in France for the Le Mans race and coincided with a SNCF (French railway) strike. It pretty much mucked up some well planned pre-race events. It also threatened my continued trip to Germany. But with the help of my friend Olivier and his lovely wife Marion we used Caen (Normandy) as a base for Le Mans. With their help the ridiculous situations caused by SNCF strike, ACO "peculiar behaviour", and our "no chip" US credit and bank cards we had a greatly reduced stress. Alone we would have been in a pickle.

My story below is based on my daily notes made in the hotel in Caen. My mood was not good and my comments were caustic. Now that I am sitting here in Germany I have edited some of my original comments to soften them a little. If you find one I missed please smile and read on. But let me reconfirm: the SNCF and the ACO, and Bank of America, need smacking.

Le Mans 24 Hours is a spectacular event. But they could improve it a lot with a few lessons from Lime Rock Park. Oops, another caustic comment...

In June of 1967 I arrived in Paris from Portugal just as the Le Mans race finished. I asked our taxi driver who had won at Le Mans and he replied: Les Américains. At that moment Jack Saunders was in Le Mans watching the race as the guest of Matra Group. We did not know each other then but we might have even passed each other on the streets of Paris in following days. It took almost another 40 years for us to meet and then in 2013 talk of bucket lists and a desire to see Le Mans.

I grew up with Le Mans being a big event every year. We followed names such as Hawthorn, Jaguar D Type, and Aston Martin. We savored images of the gendarme broom, the running start for the drivers, a Ferrari being dug out of the sand trap at Tertre Rouge. It's not like that these days. But it is still a very special event. I do feel very privileged to have been to the race.

During the process of planning this trip I was cautioned by a PCA colleague who has been to Le Mans a couple of times to expect a few "issues" and "inconveniences". I had spent a few lunch hours surfing the web to discover all I could about Le Mans and I found a number of blogs from the UK which also offered a few cautions and an occasional "heads up". Our own first such experience was to learn from my friend in France, Olivier, just a day before we departed that our tickets had just arrived at his apartment and were for the moment trapped in UPS. I was horrified. But it turns out the ACO do not send out the tickets until two weeks before the event! So ... one must plan accordingly. Is there a "will call"? Yes. But as one Brit blog writer noted: it could not be found at the circuit on race day and not one official spoke English. He took hours to get his tickets and missed the race start.

Our second "experience" was Monday to find the museum and main entrance, but the entrance lead us to "the village" and to barricades which prevented us getting to the pit area and events there. It is not easy. And the ACO idea of handicap assistance is pretty lame. I went to two ACO offices to get info but met with the most used English words in La France: "I do not know." A lady at the ACO office when being asked questions thrust a brochure at me saying: "here is what you can see."

So I should change my tune here and offer some positive notes. I will. The museum at the circuit is fantastic, a lot of history and a wonderful collection of cars of recent vintage. This collection includes the winning Porsche GT1 and the winning 935. I was able to bag a photo of the Silk Cut Jaguar for Tracey. I was able to see the winning Mazda rotary (which of course was later banned). We saw the Porsche 919. I think the whole effort was worth it just to see the 919 and the museum. It was a wonderful day and it put a big smile on Jack's face.

As I write here on Wednesday afternoon we anticipate the pit walk on Friday and then the race weekend. We are not at the track today as originally planned. Why? La France has a train and taxi strike today and it threatens to go longer. I try remaining calm and flexible. To add to our plight our USA bank and credit cards do not function ... our

cards are not "chipped" and are rejected by all the cash machines, all the banks, and some restaurants. I cashed in my remaining \$60 to get only 37 Euro...after a 5 Euro fee. I had to borrow 200 Euro from Marion to get by and then promise to send that amount, and the money for the tickets, from the USA when I return instead of reconciling now for the favors Olivier and Marion had done. I think Bank of America will hear from me too. How ridiculous to find ourselves "stuck" because of our US financial "managers".

Thursday night June 12: the strike is still on. Will I get to Le Mans tomorrow? We will know tomorrow. The desk clerk tells me: "I do not know. It is a surprise." C'est la vie.

Friday, June 13: I have assurances I can get a train there and back. The first and last trains of the day have been cancelled. I have a taxi reserved to get to the station. I have seen my Porsche press releases and learned Porsche is on row 1 and row 2 ... and I have seen the crash of Loic Duval. So, I have a mixed mood which changes to a bleaker shade as I find the taxi is 15 minutes late. Once at the station with minutes to spare I see all trains on the marquee are one hour late. Mine is not mentioned. I ask the pretty girl at the SNCF info booth what is happening only to be told my train is cancelled and my alternative is a train to Paris then to Le Mans ... ha ha ha ... and getting back? "I do not know ... there is a strike."

As I write (using those words again) I am slowly recovering from a disgusting mood and waiting for the race day to unfold. Today became another "rest day" but it had a couple of highlights in as much as we were guests of Marion and Anne at the Musée de Beaux Artes in Caen where we saw some interesting art and we treated the ladies to a fine lunch.

Saturday, June 14, and we are off to Le Mans at 8:30am. Olivier arrived at the hotel with baguettes and croissants from the best bakery in Caen and a plan to stop along the way and pick up water, cheese, and pâté. I grabbed some Red Bull to help with the long night we expected.

We arrived at Le Mans about 1pm and followed the instructions Olivier had been given by ACO to get handicap assistance for Jack. The first problem reared its head: the parking ticket issued was for the wrong parking place ... they could not fix it ... we were sent to two more places for assistance with handicap access and the clock was ticking towards 3pm ... what a pain ... finally we were directed into a parking lot near the main entrance but quite a distance from our reserved seats. And how to get to the seats? We would have to walk or find someone who knew of a handicap service. We began to consider the fact our car and stash would be a long way from our seats. Bags were filled as best as possible ... my camera bag taking the three Red Bull cans and two water bottles. I felt we were now three "refugees" grabbing what we could to survive a coming ordeal. The fun was leaking out of the event.

Olivier found five "handi" helpers chatting together he asked for assistance. Thank goodness one of us is French. One of these helpers offered to drive us to the pavilion (about 2km) and we were grateful because the route was crowded, dusty, steep ... there was no way Jack could walk it. We were in the pavilion and in our seats by 2 pm. I commented to Olivier that we were so lucky to have him with us (imagine Jack and me alone in this situation) and how nice the five guys were. No, says Olivier, the one guy was good...the other four were debating over when to do their lunch break!

The race started and almost immediately there was a horrendous thunder storm and deluge of rain. The safety car came out, a couple of cars had nasty spins. And then the sun came out and gave me a photo op of LMP cars in the sun throwing up a rooster tail of water. Amazing. There is not much more I can write as comment because we had no idea of what was happening...the PA system was impossible to understand. We could have bought Radio Le Mans head sets for 14 Euro but had not done that. Instead I just concentrated on trying to get Porsche photographs while avoiding getting too much wire safety fence in the photos.

At about 1am Jack looked pooped but insisted he was fine. He had enjoyed a fine meal he had stashed into his rucksack. Olivier and I had Red Bull and crackers and considered track food. Yuck. It was cold ... down from 24 to perhaps 7 degrees C . Olivier proposed we should get Jack out and to a warmer spot such as our car. But with the drunken parties going on and the rock concert between us and the car, how? Olivier went in search of "handis" again. About an hour later a car rolls up...ours...Olivier had talked the security people into allowing him onto the grounds with our car. We drove back out to the lot. Quite a task I assure you. Jack fell asleep once we were in the warmth of our car. Olivier and I were into the baguettes and pate and remaining Red Bull. We all slept in the car. I was awake as the "happy hour" came and went ... this is a special time at Le Mans when the sun rises and the cars gain grip and performance ... fast times are set in happy hour. But there was no point me rushing in to get photographs because the vantage points are few and the wire fence is everywhere.

Later we went back to the track to see some of the morning laps and again to see about two hours of the final three.

When we saw Porsche was out we decided to leave early. After listening to Mark Webber's comments and clear disappointment we packed up and headed for home...er...Caen.

Thinking about how to write a summary paragraph here I am in a mixed mind. I have been to Le Mans. It has been a peculiar experience. I must say I love the French lifestyle and their food and I love my French friends. The SNCF and ACO do not count amongst my French friends. The ACO is a dysfunctional SNAFU which puts on a heck of an event for the drivers, entrants, and the media; but totally ignores the paying fans. The lack of toilets, the lack of handicap access and transport, and the drunken ignoramuses who are allowed to party on are all disgusting. It's not exactly motor sport.

Will I go to Le Mans again?
I do not know.



Mark Webber chasing a Toyota



Mark Webber



Marion and Olivier Koen...without them we would have been in a fine pickle says David



Audi #2....Fassler, Letterer, and Treluyer



We were refugees but Jack had a stash and set up for dinner in the La Chapelle pavillion.



Mark Webber



Tom Kristensen in Audi #1 throwing up a rooster tail caused by the cloudburst just after the start. This was the car rebuilt after the Loic Duval crash



Mark Webber again. David's obsession with car and driver



Night time just beyond the Dunlop Bridge



The #20 Porsche was out and all hopes were on #14..this photo was taken in the last few laps of #14. What a disappointment for Porsche fans. Mark Webber did not hide his disappointment. On further reflection we all (Mark included) concluded Porsche had done a super bang up job and had taken the race to the Toyotas and Audis. It was a great day for Porsche



Edgar Broadhead

The following individuals have been approved as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is provided as a service (some of the Tech Inspectors charge a nominal fee) to North Country Region members who print and bring the inspection form for driving events. Here is the link for the inspection form: <http://ncr-pca.org/images/stories/downloads/TechForm.pdf>

Name	Position	Phone Number
Ayer European Auto Restoration	Maine	(207)582-3618
Autosportsnortheast	Maine	(207)698-1000
German Auto Service, Inc.	Maine	(207)282-3013
The Boston Sportscar Co. LLC	Massachusetts	(781)647-7300
Kachel Motor Company	Massachusetts	(617)759-8973
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
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MART

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
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All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435



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

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2001 Cabriolet with Hardtop: It's time to find another good home for mom's baby. We purchased this vehicle in 2004 with 472 miles on the odometer. It's been stored in the winter at Blair Talbot's and has all maintenance records. It now has 69,000 miles.

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Sun Sport tire trailer - holds 4 tires and has diamond plate tool box, spare tire and custom hitch that will work any 1997-2004 Boxsters,996 and probably on newer model Boxsters and Caymans with some modification. Wiring has been completely redone in the last 6 months and wheel bearings also have been repacked. Asking \$450 - Email to Steve at SLR944@AOL.COM or call 508-653-1695





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Hosted by the Green Mountain Region PCA
At the Basin Harbor Club
Vergennes, VT



Come join your fellow Zone 1 Members at the Zone 1 Concours, Rally & BBQ Weekend



Where: Basin Harbor Club, Vergennes VT

When: September 12-14, 2014

Costs:

Concours Street Class: \$30
Concours People's Choice: \$10
Rally only: \$20
Rally & Concours Combo: \$40
Zone 1 BBQ: \$27

- Saturday will feature the Zone 1 Concours where there will be a Street Class and a People's Choice Class
- The Zone 1 BBQ will be at 5pm on Saturday evening
- Sunday morning come out and enjoy a TSD Rally departing from the Basin Harbor Club
- **Sign up for the Concours, Rally & BBQ by going to www.clubregistration.net**

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- Contact Botho von Bose for any Concours & Rally questions at bvonbose@primus.ca
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BTW



For those who did not recognize this handsome NCR member it is Jack Saunders.



More from Le Mans - David is biased towards the LMP1 cars.. but there was other cars in the race too.. including GT3's



Porsche 919 #14 of Dumas, Jani, and Lieb

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