

# NORTHLANDER

NORTH COUNTRY REGION

Volume 3 Number 3 - 4

PORSCHE CLUB OF AMERICA

March - April 2011



## IN THIS ISSUE:

Rolex 24 Hours At Daytona 2011

Amelia Island 2011

Drama Down Under

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# NORTHLANDER

NORTH COUNTRY REGION  
Volume 34 Number 3 - 4

PORSCHE CLUB OF AMERICA  
March - April 2011

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 50 for advertising rates.

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*The Mitchum Motorsports Porsche gets dirty on lap one of the Rolex 24.*

Photograph by Kevin Bobbitt.



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## CALENDAR

30

May

5 7 10

14-15

APRIL 2011

AT A GLANCE

Date	Event	Location	Time	Contact Email
April 30	Spring Rally	see page 31 for details		
May 5	NER NHMS	NHMS, Loudon, NH		Bruce Hauben bmh993@porschenet.com
May 7	Car Control Clinic	NHMS, Loudon, NH		Brian Arenstam barenstam@metrocast.net
May 10	Board Meeting	TBA	6pm	Jay Gratton jeg914@aol.com
May 14-15	Zone 1 Concours and Rally	see page 32 for details		<a href="http://zone1.pca.org/">http://zone1.pca.org/</a>

Due to the late publication date of this issue we will not show all of the April calendar. Some events have now passed by. May dates are shown in this issue because May is close.

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



## Jay Gratton

The 26<sup>th</sup> of April has Jay & Matt's Spontaneous Dinner traveling slightly west to Milford for dinner at the Pasta Loft ...

Welcome to spring my Porsche friends! After perhaps the longest winter on record, we have finally made it to another driving season. North Country Region has one of the most jam packed years in our history; there is truly something for everyone this year. After such a brutal winter you should be looking for excuses to get the Porsche out to exercise it and let yourself unwind the right way. Make April the month you jump in and get involved with an NCR event!

I can not recall an April with an event every weekend. NCR is offering the membership 6 events this month. On April 1<sup>st</sup> (this is not an April fools joke) we are going to An Evening with Brian Redman at the Larz Anderson Auto Museum in Brookline, Massachusetts. Brian is arguably the most famous Porsche racecar driver in the company's history. While this event will be over by the time you read this, I hope you took advantage and attended.

Our DE season kicks off in April as well at New Hampshire Motor Speedway on the 8<sup>th</sup> through the 10<sup>th</sup>. NCR is (yes I am biased) the best region in PCA when it comes to DE programs and I highly recommend attending. If you have never seen a DE event then stop by to see what the excitement is all about and talk with an entrant for 5 minutes and you will see why DE is so popular. Considering this event is so early folks might want to consider bringing their snow tires just in case Old Man Winter has something up his sleeve.

Just as you can count on the sun setting and rising each day, you can always count on Dick Horan from Precision Imports holding his annual tech session. This year Dick will be discussing pattern failures of water-cooled Porsches. Dick holds a wonderful session and is an amazing presenter and this is a must-see tech session. There will also be a mini swap meet there, so bring your old parts and tools and make some money while you are at it.

When I married Jaime she married into my family's Porsche passion and I married into her family's antique boat passion. With a foundation like this our marriage is a guaranteed success. This is why I am very excited that a long time friend of Jaime's family is hosting our final tech session of the year on April 23<sup>rd</sup>. Mark Mason of New England Boat & Motor in Laconia will be opening up his shop for NCR to show us why his shop is known around the world as a leader in antique boat building and restoration.

Mark will show us his latest projects and share with us some of his stories and methods. Take a look at his website and you too will be as excited as I am about this event. Check Mark's picture and information out at [www.newenglandboatandmotor.com](http://www.newenglandboatandmotor.com).

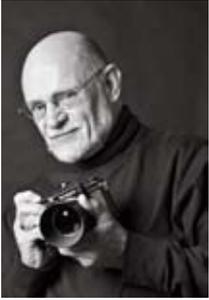
The 26<sup>th</sup> of April has Jay & Matt's Spontaneous Dinner traveling slightly west to Milford for dinner at the Pasta Loft. This is a great chance for you folks west of Nashua and Manchester to come out and meet some of NCR's finest. In March NCR totaled 13 folks as we over took the city of Portsmouth for a helping of great pizza and social time. The plan in the coming months is to make it up to the Lakes Region and out to Keene to meet some of those folks as well.

Finally, on April 30<sup>th</sup> we have our famous Spring Rally. This is always the biggest of our rallies and new spring rally chair Paul Tallo is sure to provide us with an outstanding gimmick rally. The event is beginning in Auburn and finishing in the Concord area for lunch. This is a wonderful chance to bring the family out as this is a kid friendly event. I basically grew up in the back seat of my parent's 944 on rallies and I loved every second of it.

As I said earlier, you have no excuse not to do something this April and once May gets here we will be off and running with our AX program. Please be checking the website for updates at [www.ncr-pca.org](http://www.ncr-pca.org) and if you ever have any questions don't hesitate to e-mail me at [president@ncr-pca.org](mailto:president@ncr-pca.org).

Drive safely and we will see you at an event.

Editors' note: The april 23<sup>rd</sup> event has been postponed and will be rescheduled.



## David Churcher

This editorial is actually going to expand into the story (drama) of editor David's recent trip home to Australia. It will also explain your missing March issue. April issue will be a little late too but will be our usual Northlander. Does this editorial contain any Porsche material? Oh, yes. And Porsche people too...

Bugger!

The original meaning of this word is not very nice and certainly not to be discussed in a "family" magazine such as Northlander. However, over the last 200 years it has gained colloquial use in Australia and is used to describe many things. It can indicate surprise, shock, delight, disappointment, horror ... and more. Indeed, Toyota has used it in a series of TV adverts with great humor and with excellent results.

So how am I using it here? To express surprise, shock, disappointment, horror. And perhaps a bit of fear too.

Readers who are familiar with my recent plans will know of my February trip to Australia. I will give you a little more detail here. The original plan was for me and my friend Kelley to head off on February 5. After a few years of being teased and asked if she would be coming with me on previous trips she had decided this trip was on. We had our tickets. Then two weeks before we were to leave Kelley woke up with a lump on her side and was diagnosed with Lymphoma. Her doctor said she could not go.

Bugger!

I continued with my trip because I had family reasons to be in Australia. And, of course, there is a Porsche part of the trip to be enjoyed too. I arrived in Sydney with my usual set of plans of places to visit and also anxious to see the Annie Leibovitz photography exhibit which was in Sydney but would never get to NH. On arrival I thought I had the worst case of jet lag I have ever experienced. I dragged myself through the exhibit, the wine bars and the jazz club with friend Rebecca. Two days later I was in Tasmania and thought I had the flu. A day later I was in hospital and very, very, sick.

Bugger!

What I thought was flu and what might cost me a couple of days was MRSA and toxic shock ... probably picked up while in surgery in December. It cost me three weeks and if not for the quick actions of my sister, Lyn ... it would have cost me my life. While lying on the Gurney at 2am with tubes plugged in to me at several locations, I heard the urology doctor say: I think we have turned this around ... he will be ok. Which, I guess, confirmed that earlier was not ok.

The following day was spent in ICU and the following three weeks were spent in a ward separating me from other patients. The first week there was no food ... just IV. The second week was liquid diet only. Towards the end of the third week the tubes and drains were removed and I was on to solid food which my sister supplemented with wonderful Tasmanian fresh fruits and such Australian staples as Minties, Fan tales, and Ginger Snaps. All three weeks had me on a Vancomycin IV for two hours twice a day, two blood tests each day, and a couple of pills each day.

There is a good side to this story. The three weeks in hospital gave me some time to reflect, and some time to learn about my own country. In the years I have been an expatriate there have been, of course, many changes in Australia. Now I was surrounded by people I had not met before, professionals, a new generation, and Australians who were not from European origins. And I had three weeks of Australian TV. What did I learn from all this?

I had thought the Australia I grew up in had perhaps been diluted or even gone ... but no. The accents, the expressions, the enthusiasm, the joy for life, travels, and sharing experiences are still there. Every nurse I got to chat with has been every where ... back packing in Europe, bicycling through Argentine wine country ... they all had stories to share. The old expressions I thought may have gone away still live on. Indeed ... in hospital the technical words for body parts and body functions are not usually used ... instead they use the words we did as kids! Wonderful, informal, and taking the embarrassment out of some situations I found myself in.

These wonderful professionals not only gave me care, they gave me conversation and company.

It is wonderful for an Aussie of my generation to meet Australians who have come from China, Malaysia, Japan or Africa and listen to them speak in 100% Aus-speak with 90% correct accent ... the remaining 10% being just a hint of their origins. It's a new Australia and it is wonderful.

But the TV. Three weeks in a room with Australian TV is to be stuck in the original penal colony. The content and the adverts

continued on page 24 ...

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Check out some photos of our  
March Tech Session at [www.BlairTalbotMotors.com](http://www.BlairTalbotMotors.com)

## MEMBERSHIP



### Bob & Laura Futterer

#### New Members:

Norman H. Ahn III  
Portsmouth, NH -- 2008 Boxster S

Michael C. Becker  
Rebecca Lucero Becker  
Fremont, NH -- 1973 911T  
Transferred from Downeast Region –  
Joined PCA 04/01/1997

Peter D. Roessiger  
Wolfeboro, NH – 2000 911

Megan Schindler  
Rutland, VT -- 2000 Boxster S

Wolfgang Schuler  
Barrington, NH -- 1985 928S

Stephen D. Sisler  
Nick Sisler  
Waterbury Center, VT -- 2006 Cayman  
Transferred from Green Mountain  
Region – Joined PCA 04/17/2007

Scott Stapleford  
Christine Stapleford  
Londonderry, NH -- 2009 Cayenne

Harrison P. Wareham  
Hopkinton, NH -- 2008 Cayman  
Transferred from New Jersey Region –  
Joined PCA 06/16/2010

Joseph P. Armano  
Suzanne Armano  
Salem, NH -- 2001 911

Ben Bulkley  
Durham, NH -- 1986 911  
Transferred from San Diego Region --  
Joined PCA 09/13/2010

William B. Weeks  
Lyme, NH -- 2005 911

Justin C. Zarohian  
Edward Zarohian  
Rye, NH -- 1986 944

Norman H. Ahn  
Betty Ahn  
Alton, NH -- 2008 Boxster S

#### Member Anniversaries:

**1 Year:**  
Charles J. Carline  
Manchester, NH -- 2000 Boxster

Bruce M. Peacock  
Mendon, VT -- 2008 Carrera S

David R. Priebe  
Dorinda Priebe  
Raymond, NH -- 1999 Boxster

**2 Years:**  
Mark Chessick  
Pat Cullen  
Nashua, NH -- 2000 Boxster S

Dennis A. Mascetta  
Pamela Mascetta  
Buzzards Bay, MA -- 1996 Carrera /  
1987 911

Gerard F. Mauvis  
Marlee Mauvis  
Boston, MA -- 2003 911 C4S

**5 Years:**  
Daniel P. Allen  
Milford, NH -- 1987 928

Nicholas W. Shanny  
Brendan Shanny  
Newton Highlands, MA -- 1976 911

James Corcoran  
Lynda Bruslett  
Barrington, NH -- 2007 911 GT3

Robert J. Finlay  
Peterborough, NH -- 2004 911

Marvin Klikunas  
Jake Klikunas  
Charlotte, VT -- 1973 911

Donald Prouty  
Concord, NH -- 1978 928

Michael G. Raymond  
Grant Raymond  
Amherst, NH -- 2000 Boxster

**10 Years:**  
Jeffrey Hoffman  
Exeter, NH -- 2001 Boxster S

Roger P. Palm  
Wendy Palm  
Wolfeboro, NH -- 1999 996 / 2001  
911 / 2006 Cayenne

David J. Churcher  
Helmi Churcher  
Exeter, NH -- 1984 911

W Burgess Doherty  
Barrington, NH -- 1984 911

**15 Years:**  
James Bull  
Greg Bull  
Windham, NH -- 1993 964

John Rahill  
Margot Balboni  
Montpelier, VT -- 1970 914 1971  
916

**20 Years:**  
David Gill  
Sharon Gill  
Fremont, NH -- 1989 944

David A. Kenney  
Littleton, NH -- 1986 944

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



Matt Romanowski

## WIDE OPEN

I expect we'll have a bunch of new folks out for their first Rally, Car Show, and AX experience this year!

What a spring NCR is having! I'm looking out my office window at clear blue skies, warm weather and clean roads. What else could we ask for? I'll tell you what – great Porsche events!

The season has started off strong and fun. Rich and Marilyn Willey put together a fantastic New Member Social at Porsche of Stratham. We had over 35 members participate, with over half of them coming out for their first event. To say that we put the NCR bug in a few people that day was an understatement! I expect we'll have a bunch of new folks out for their first Rally, Car Show, and AX experience this year!

If you're a new member and missed the session, there's no need to fret. Pick an event and come on out. NCR is a very friendly region and we'll get you right into the swing of things. I promise that you'll have a great time and be back for more. Plus, there is no better way to enjoy your Porsche than with fellow Porsche nuts.

We also had a great time at Blair Talbot Motors. Blair fired up the grill and made some great food and gave us all a chance to catch up on some winter stories. We were able to eat some snacks, meet new people and check out the great cars that Blair has stored in the shop for the winter.

After that, it was off to a great night at the Lars Anderson Auto Museum to listen to longtime Porsche racer Brian Redman. I've always known of Brian and seen the many events that he puts on including the Rennsport Reunion (being held this year at Laguna Seca) and his Targa 66 track days. The night was a great chance to meet up with some NCR members including Tyson Dube, Paul Tallo, Jay Gratton, Judy Hendrickson, Rich and Marilyn Willey, Lew and Toni Surdam, and some folks from Northeast Region.

Brian gave a fantastic set of stories that went in order of his racing career. He shared stories about how meeting a race steward from his hometown won him a race, how crazy things could be at Le Mans, and most interestingly, how he purposely made few close racing friends. He drove during a time when racing was really dangerous. He was constantly reminded of this by the number of friends and co-drivers who were killed over the years of racing. Many of the names he mentioned are not alive anymore, and many were killed racing the cars that we

revere so much today.

On a funnier note, Brian had many hilarious stories. My particular favorite was of his first trip to Spa, sitting with the crew at dinner, partaking in too much wine and ending up locked out of his hotel room, where his wife refused to let him in. After making a lot noise with a fellow driver, the inn keeper was finally able to convince Mrs. Redman into letting Brian into the room. After a few less tidy moments, he was quickly shoved back out of the room, where he made his way outside to see all of his worldly possessions being flung from his third story window. The night ended up working out, but on his return trip to Spa 25 years later, upon suggesting that he and his wife sit with the crew at dinner, Mrs. Redman poured a pitcher of cold water over his head to get the evening started! Luckily, that was the worst of the second night at Spa for the Redmans!

In an unusual start to our driving season, we started out with 3 days of DE at NHMS. We were fortunate to have estranged NCR member Ellen Beck make the trip from Virginia to perform the National Instructor Course. We were able to certify 4 more instructors to this high level and we were also able to work with many drivers who are interested in instructing.

The best part of the DE was doing our Charity Laps for Make-A-Wish on Saturday. I don't want to give the whole story away, but watch for it in a future issue of *Northlander*. There is nothing better than seeing the smiles of kids as they get into a Porsche "racecar" and do a couple of laps around the track.

I hope to see you at an event this summer. Please come up and say hi!



## Mark Watson **MY SPIN ON THINGS**

... and the winner for her nomination of "A Spin on Things" name is Ivy.

As you can tell, I exercised my editorial rights to make a small change to 'My Spin on Things'. I hope you agree with the selection as it's consistent with the theme of the DE column. Just to let you know, we ended up with a three way tie after the general voting between:

The Drivers Edge	Deb Gratton
Driving the Line	Andrei Kotlov
A Spin on Things	Ivy Leonard

I went to your DE Team and asked them to vote for one of these three and we still had a tie. So in the end, I selected the winning nomination. I want to thank everyone who submitted a name and for those who voted. I had a blast reading the nominations and was really on edge during the voting. As promised, Ivy will receive a free 2011 DE day at NHMS. Congratulations to Ivy and just for fun, I'll ask Dick to post the entire list so you can appreciate the creativity of your fellow drivers.

I managed to finish digging out the trailer in time to get the car ready to attend the Zone 2 DE event at Virginia International Raceway (VIR). Doug McIninch and I made the long drive down to the track but I must say it was well worth the effort. The weather was fantastic with sunny skies and temperatures ranging from the low to high 70's. It was almost too warm (notice I said almost!) for those of us with winter thick blood. This was my first opportunity to instruct at a track where I had zero seat time. Even with watching videos and studying the track map, I was very nervous about how everything would work out. Fortunately, I was able to go out and drive in the White run group with Doug as my 'instructor' and then ride with Doug in the Red run group before taking out my students. This gave me an hour of track time before heading out with my Yellow student and a bit more before my Green student. It was sufficient time for me to know and anticipate what was ahead for us to safely drive the first sessions. I stayed in the White run group for the remainder of the first day. My students made a lot of progress on that day so I think things went well for everyone. The final session in White felt really good; I had picked up the

pace sufficiently to be passing more cars than being passed. My plan on day two was to move into the Black run group but it was too crowded so I drove in my designated Red group. Zone 2 has a lot of high powered cars and drivers who can use that HP to get around the track. I was routinely being caught by GT3 and Cup cars so I was thankful we were running extended passing rules so I did not interrupt their pace.

The social part of the event was also top rate. There were activities on both nights; good food, excellent company, a chance to make some new friends, a live band with dancing and interesting games and contests. Money from the games and contests went to the Red Cross and was to be designated for their efforts in Japan.

In case you cannot tell, I was impressed with the Zone 2 event and with the track. Doug and I are already thinking about another trip in the fall. How about you?

As a reminder, NCR and NER events are now open for registration. Please register as early as possible, it makes our planning much easier. This is especially important for instructors. Thank you in advance for your support. A complete list of NCR and NER events is on the website and at the end of this article.

I received a letter from Lime Rock Park management regarding changes they are making to reduce noise at track events. The letter is posted on the DE web page so you can understand their goals and expectations. Briefly, cars at any PCA sponsored event will be limited (reduced) to 88 dB. If you have had a problem in the past with meeting LRP's noise requirements, you should talk to your mechanic and make a plan. The track has also made some offers to test cars but you will need to read the LRP letter and determine how to proceed. I asked for their testing protocol, thinking there might be a way for our Tech Inspectors to provide local evaluations but I was told that the on-site noise measurements will be done as always; front straight, 50 feet from center line.

continued on page 38...



## Judy Hendrickson **LOOKING BACK**

Have you had a memorable travel experience? Please share it with your fellow members by writing an article for the *Northlander*.

This month's Looking Back comes from 2001. This may have been the first article written by our esteemed current editor for the *Northlander*. David has written several times about the Porsche Museum, both the old and the new versions. Like me, he never tires of the place. While the new museum is spectacular and has many more cars on display, the old one had its charm, allowing a very up-close and personal experience with the cars.

Have you had a memorable travel experience? Please share it with your fellow members by writing an article for the *Northlander*. David is always looking for material from the members and we all enjoy living your experiences vicariously.

**From Volume XXV, Number 4, March 2001**

### **Porsche Museum Tour!**

By David Churcher, NCR

Once upon a time, in a land far away, a young man had his head turned by a sports car. It was so radically different from the usual MG and Austin Healy. This was about 1960, in Australia, and that man was me. A much younger me. But the admiration and desire for Porsche has not changed over all the years. It was about the same time I was being trained by a German colleague who was also a Porsche enthusiast, and Manfred introduced me to the legends of Porsche cars and Dr. h.c. Ferry Porsche.

During the years I have lived in the seacoast area of NH I have been to Europe many times, even drove through Stuttgart. But I never got a chance to stop there. For years I knew there was a Porsche Museum, I knew the Cisitalia was there, and, the 917 was there. It was a Mecca. About 14 months ago I was visiting Stuttgart with an Australian visitor but only to drink beer with her at Oktoberfest. Porsche was on my mind all day. So close. However, last October a US friend and fellow Porsche enthusiast (however, a BMW owner) suggested it was time and we should perhaps go to Porsche. That was Friday. We went Saturday.

Breakfast in Neuenheim, at Café Blank, at 8am. In Martin's Mercedes at 9am. And the sun was shining. A great day was in store, and, even more. We arrived at the museum about 11am behaving like two kids at Christmas. So many toys! As I have written already, my anticipation had built up over the years and I knew I was about to meet wonderful machines I had known for years. Would it be the thrill I expected?

Have you ever been to Grand Canyon? Or to Yosemite? Or to Uluru (this is the correct name for that big red rock in the centre of Australia)? Do you know that feeling of anticipation? And the magic? I did all these trips and went to each a second time just to be sure the feeling was the same again. Would Porsche be the same? Yes.

The museum is really quite small. Just a small gift shop and a room about 60 by 20 meters filled with Porsches, photographs, videos, motors and parts. The actual cars on display vary from time to time because Porsche rotates the cars out so they can be sent to shows around the world. A wonderful way to share. I was looking for two pieces really -- the Cisitalia F1 car and the 917. I was not disappointed. Both of these cars were on display and I was able to do what I had long planned ... stand next to the Cisitalia and recall all the stories I had learned: How it was designed by Dr. Porsche and had ideas way ahead of its time; it never raced; it went off to South America and was stripped of its engine and then raced as a "special" with a US V8. It was almost lost but Porsche found it, bought it, found the original motor in a junk yard; and brought it all back to the museum.

What would have made this visit even better? Oh, I think to fire up the 917. They say you can hear it starting up cylinder by cylinder. It must be magic. But for another day. Our visit still had some magic in store for us. We decided to visit Porsche Zentrum nearby ... this is a dealership and showroom where you can see most of the models in a spectacular display. You can buy or lease too if you wish. I don't think I had seen and touched so many Porsches in one day in all my life. A sort of sensory overload was setting in. More was to come.

Martin and I set off in search of a late lunch and, typically, became distracted by the proximity of Mercedes Benz. They too have a nice museum. So lunch was given up as we discovered the MB complex. It is very large, almost a small city, and it was very busy. We had bumped into a day when MB had decided to put up the Jersey Barriers around the buildings and bring out the cars. Sensory overload went into overdrive. David Coulthard was there with the F1, various antique Mercedes racers were tooling around the 'track' and on display under the tent was the 300SLR and the W196. If you are as old as me you know the magic of these numbers. I was so happy. So happy. In Tears. No kidding. My Nikon was busy shooting every square centimeter of the W196 when a MB mechanic (looking like an F1

mechanic from 1956) asked me if I was shooting "private". I replied I was. He opened the hood, invited me behind the ropes, and talked with me for 20 minutes about "his" car. I cried again.

Lunch? Oh, the cars were surrounded by beer tents and wurst (sausage) tents. Seeing as it was almost sunset we decided on one of each to last us until we found dinner. For dinner we went driving north to find a small village and a small hotel with a nice restaurant. In Germany this is not a problem. We found it all. Dinner, two bottles of lovely local wine, conversation with the locals, a room, and breakfast with the owners. Total cost DM300, about \$150. For both of us. Magic.

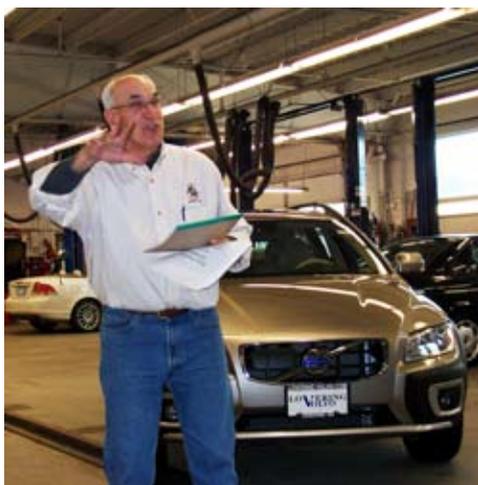
And what did we do Sunday? Oh, back to the museums. And for dinner? Another small town on the way back to Heidelberg. And what can we do next to add to this story? We have a reservation for April 4 to do a Porsche plant tour.

More magic. I will write and tell you about it.



## BTW:

Editors' note: due to the chaos attached to this issue of *Northlander* we do not have a complete coverage of the Lovering event nor of the sleigh ride. But we do have these photographs taken by photographers unknown :-)



# Rolex 24 Hours At Daytona 2011

Photographs and story by Kevin Bobbitt

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*Porsche powered Daytona Prototype.*

Twice around the clock, well not exactly. . .

I was off to Daytona, again. I've been there a number of times over the years for everything from Rennsport Reunion to test days and the Rolex 24. I've been to the Rolex 24 as a fan, as a vendor and as a car sponsor. This time would be different as I was working for a team that was competing in the twice around the clock race. In case you are wondering, no, they don't let me drive. I am the PR guy for Mitchum Motorsports. I also shoot photos for the team. This year we were entering a Porsche 997 in the Rolex 24 along with our two Camaros we run full time in the GRAND-AM Continental Tire Sports Car Challenge.

Our weekend started strong, with both of our Camaros finishing in the top ten in the season opener. The entire Mitchum team was feeling good about our results Friday afternoon. Both Camaros had struggled in qualifying yet finished with good championship points. No one said it, but I think everyone was hoping the same would hold true for the #86 Porsche in the 24.

Mitchum's driver lineup for the 24 included two-time class winner Randy Pobst and three rookie drivers – Joey Atterbury, Cooper MacNeil and Derek Whitis. While rookie drivers in the Rolex series, all three have plenty of experience racing. Atterbury competed in the Continental Challenge in 2010, Cooper placed second in the SCCA National Runoffs last fall and Derek runs Freedom Autosport, another Continental Tire team where he races Mazda MX5's regularly. Our plan was to start our veteran driver, keep the nose clean and see where things shook out when the sun came up. Sounded pretty simple to me.

Randy took the green flag at 3:30pm . By about 3:31pm, as I watched from the photographers' corral in the international horseshoe, the #86 car was into the outside wall. James Gue in the #41 Dempsey Racing Mazda RX8 made contact with our car and pushed Randy off into the grass and ultimately into the wall. I can't express in words how gut wrenching it is to see your team car go off track and into a wall on lap one of a 24 hour race. It was almost surreal. The amount of time and effort,

Randy Pobst  
making a stop  
during practice



not to mention money, that goes into a Rolex 24 entry is mind boggling, and to see your hopes dashed on lap one is a feeling I don't wish on my worst enemy.

Over the team radio I hear Randy report he is in the wall and then a calm and collected Chris Mitchum (team principal) responds with directions to the driver and crew. We went straight to the garage to assess the damage and affect repairs. The team did an outstanding job of fixing what they could and getting the car back on track.

Randy finished his stint, albeit with a less than perfect car and turned the reins over to Cooper who drove exceptionally well for his first Rolex race. Joey was next in the car for a double stint and he too kept the car out of trouble before turning it over to Derek just after the sun went down. Unfortunately another RX8 would cause problems for us. Heading into the infield portion of the circuit, the offending RX8 dropped fluid all over the racing line. Derek found the fluid before the flagmen did and he was into the wall, further damaging the left side of the car.

After another trip to the garage Derek was back on track and keeping a good pace. We weren't going to get our laps back but if you follow endurance racing you know that just by clicking off laps you can often improve your position – lots of cars have problems over the course of the race.

Sometime during Derek's stint, while I was once again shooting pictures in the international horseshoe, I got to experience the impact of a car first hand. As I stood against the blue guardrail I was panning my camera to capture an image of a car rounding the corner, I heard the crowd behind me get really loud all of sudden (keep in mind I was wearing a crew headset and cars were racing at speed so it is hard to hear much of anything). It suddenly registered with me that something was happening near me so I spun to look back down the track toward pit out. Just as I turned my head another RX8 slammed in the guardrail exactly

where I was standing and abruptly came to a stop. Water from the tire barrier splashed on me just as I felt the impact. Wow, that was close! After the car was pulled out and taken to the garage I did notice a few of my fellow photographers giving me nods and smiles – signaling they had all been there before and they knew the feeling I had just experienced. No harm, no foul, right? Once my heart rate returned to normal I started snapping pictures once again. I also swore that I wouldn't tell my wife Laura this story, oh well.

Back to the race. Derek would find himself in the garage again after a big spin in the bus stop. The car was towed back slowly as we were concerned we had lost the engine. After a thorough checking out of the car, including a visit by a Porsche Motorsports engineer, it was determined we were okay. Cooper would head back out on track for his second stint of the race.

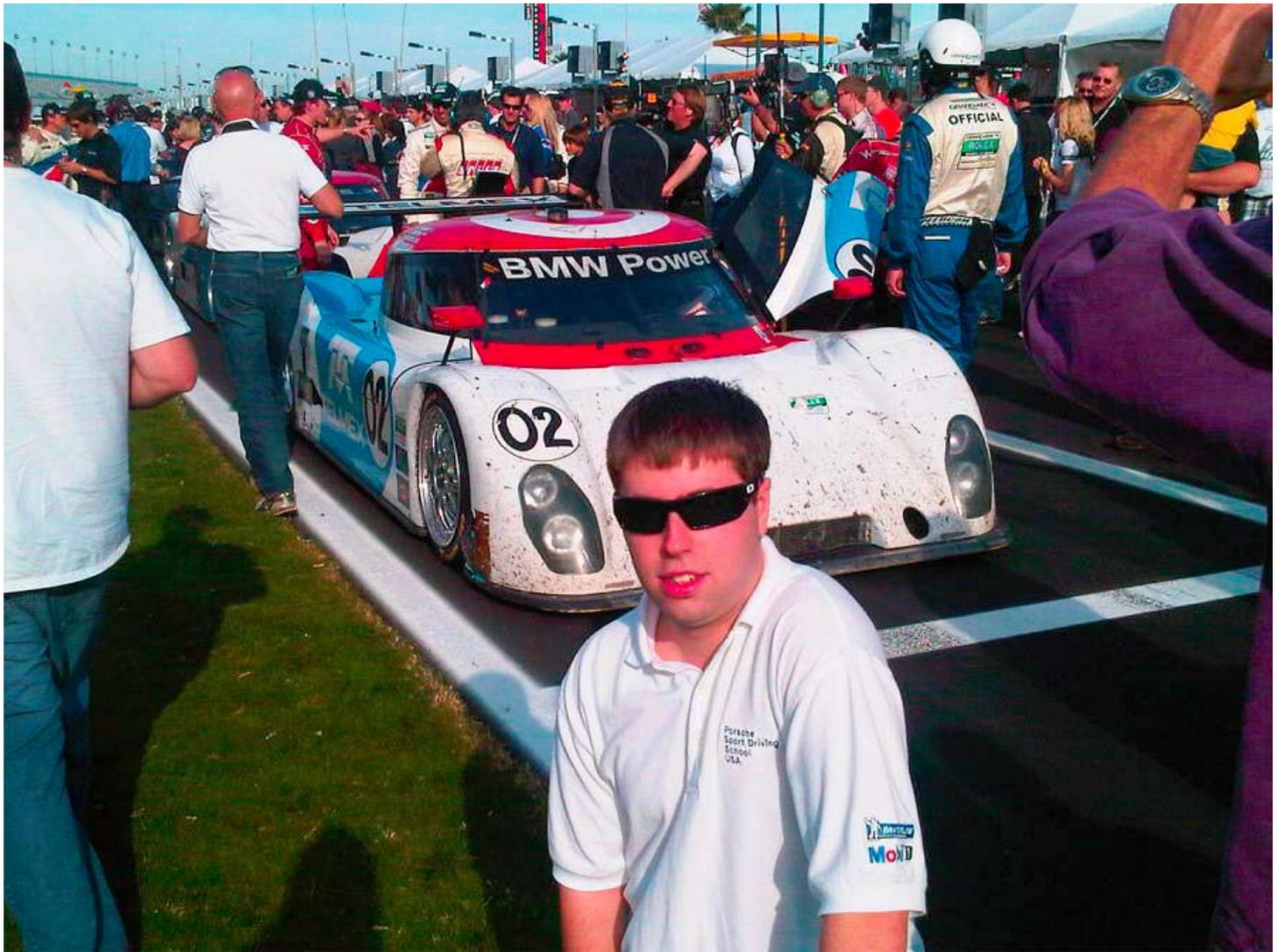
After just a couple of more laps I heard the call on the radio that we were off in the bus stop again. This time there was contact with the wall which would put an end to our Rolex 24. The entire crew worked so hard leading up to the race and especially during, in order to keep the car racing. It was definitely a huge disappointment to not finish but a great experience none-the-less.

If you have never been to the Rolex 24, I highly recommend it. There really is nothing else like it in this country. The Sebring race is only 12 hours and the six hours at the Glen is, well, just six hours. To put this race length into perspective we raced for about nine hours before we had to retire. I found a hotel room at about 2am Sunday morning after packing up my gear at the track, slept for a few hours, hopped on an earlier flight which touched down in Manchester at 3:15 in the afternoon. As I was walking down the jet way it occurred to me that the race wasn't even over yet.

# Dean Robinson at Daytona

Photographs and story from Harry Robinson

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## A FAMILY AFFAIR

Pictured here is Dean W. Robinson, son of Kathleen and Harry Robinson. Both parents have been members of NCR since 1987. Dean arrived in 1991, and has been a Porsche guy since. He's currently training at Embry-Riddle Aeronautical University in Daytona Beach, FL with the goal of obtaining his commercial pilot rating. As a student, and ERAU being located next to Daytona International Speedway, Dean applied and won himself a part time job at the track. With Dad's help, he was also a guest of Porsche for the ROLEX 24 this January. As one can see, he was in the thick of it.



Photographs on pages 16 and 17 from Harry Robinson.

# Amelia Island Concours 2011

Photographs and story by Hank Cowles

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Four o'clock on the morning of Friday, March 11, came quickly. We had missed our early flight the day before, and in spite of best intentions to be on time, cleared security and boarded the Southwest flight in stocking feet and with belt in hand. We were warned that our luggage was checked late and might not arrive with us. Bad start!

Flights from Manchester to Tampa and then back up to Jacksonville (seems a weird flight combination) were uneventful, but the soothsayers in Manchester proved accurate when only three out of four pieces of luggage showed up on the carousel. We spent a solid half hour dealing with forwarding plans for the missing bag, then headed off to find our rental car, loaded the luggage, settled in, started it up and were greeted with a "Low Tire Pressure" warning on the dash. The attendant offered to guide us to the maintenance depot – a mere eight miles away – to properly inflate the tires as long as we would drive him back to the airport. Fortunately, his supervisor overheard his suggestion and without hesitation upgraded us to a better car - without soft tires! Finally we were off.

Once again the plan was to spend our first day with Carter Lord

and his wife teZa in St. Augustine, about fifty miles south of Jacksonville and Amelia Island. Carter is an old classmate of mine from Exeter days, and had hosted Ivy, David Churcher and I prior to last year's show. We enjoyed a great meal at Caps on the Water, dining outside while watching the sunset over the inland waterway. Great restaurant, highly recommended to anyone headed to the St. Augustine area. We closed out the evening with cocktails around an outdoor fire back at Carter's house, and stayed up just long enough for delivery by courier of the golf clubs which had finally surfaced at the airport.

After a late breakfast on Saturday we bid farewell to Carter and teZa, and commenced a leisurely drive north on A1-A to Amelia Island. We checked into our hotel, picked up our show credentials and made our way to the Ritz to take in some of the late-day Saturday events.

First up was a detailing clinic sponsored by Maguire's – why do you think bamboo sticks should be in everyone's detailing kit? – and then on to the RM auction, which was held in a large ballroom at the Ritz. It was our first time at a high end automobile auction, and it was extremely interesting watching



an event like that live instead of on TV. We watched about 25 of the lots auctioned, and although we missed some of the highest bid cars - a 1952 Ferrari 340 Mexico coupe had sold earlier at \$4.29 million – we did see Porsche #300221, one of the first 232 911's built in 1964, sell for \$225,000. That was well above its \$125,000 to \$175,000 pre-auction estimate. Before leaving at the auction close we examined Steve McQueen's 1970 911S, featured in the movie *LeMans*, which was on display and will be auctioned later this year.

The evening concluded with a spin through the silent auction held to benefit the Hospice of Northeast Florida. I found plenty of pens with ink in them, and we ended up with another few autographed items of interest. We made a quick shopping stop for foodstuffs on the way back to the rented condo, had a quick snack and then to bed.

Sunday morning was beautiful, bright sunshine under a cloudless sky. As usual, there were incredible collections of old Cadillacs, Deussenbergs, and Rolls Royces on display, and interestingly a couple of recreations including a copy of Ralph Lauren's Bugatti Atlantic. Some of you may remember seeing the real McCoy – considered to be the most valuable car in the world - at Paul Russell's in Essex, MA, a few years ago. Among the featured cars were Griffiths, which were stubby little British chassis and bodies with Ford 289 running gear. Only 260 were built, a surprisingly small number: I remember seeing a few of them

in the late sixties. Three or four Griffiths were on display at the show.

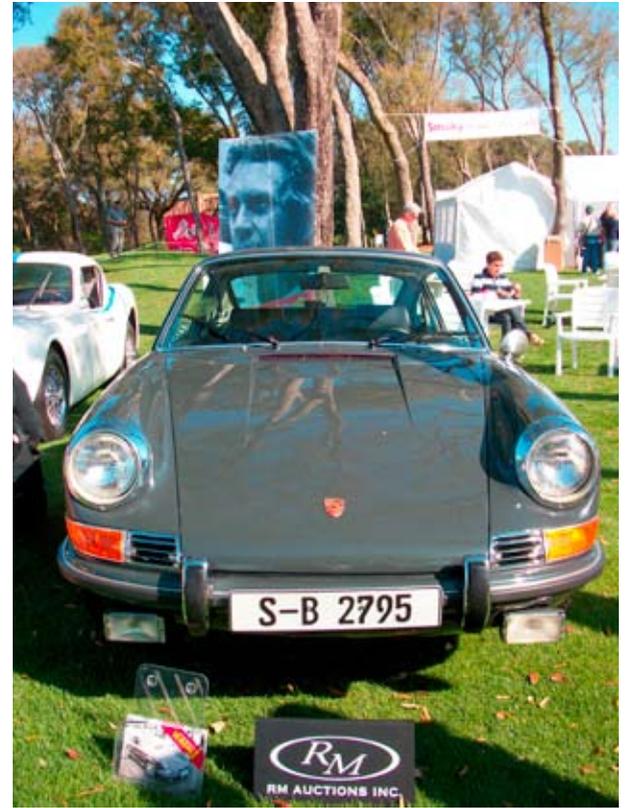
The cars were as beautiful as ever: there is really little point in trying to describe the sights other than to re-quote one of my friends who took in the show four or five years ago. He was not a car guy, but on exiting said "Wow! That was like jewelry on wheels!"

Our day at the show concluded with cocktails and dinner with our Florida Crown Region friends Ken & Elena, Chuck, Bob, Rusty and his brother Steve, and Ed & Nikki at O'Kane's Pub in Fernandina Beach. We have grown to know them well over the last couple of years at Amelia, and their thoughtfulness and wonderful hospitality make every show that much more enjoyable.

I would encourage anyone to set aside that first full week's end in March to attend the Amelia Island Concours d'Elegance. If you like cars, or just like people who like cars, it is well worth the trip.



**more of Hank's Amelia photographs on following pages ...**





# BTM Tech Session March 2011

Photographs and story by Bruce Whittier

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On Saturday, March 12th, 25 enthusiastic NCR club members made the afternoon trek to Blair Talbot Motors in Dover, NH, for Blair's annual barbecue and tech session. Upon arrival at Blair's shop, one could not help but notice the cleanliness and organization that graced the shop. The shop walls were garnished with some wonderful Porsche factory racing posters to help to bring the shop to life.

It's always a surprise to discover what the Talbots have in store for the members and this year was no exception. The membership was treated to what turned out to be more of a hamburger and hot dog social with a little tech session thrown in for good measure.

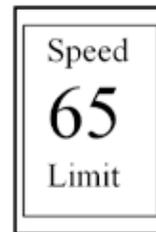
Blair's time was spent answering numerous questions concerning everything from exhaust systems to oil changes between fitting burgers and hot dogs on the grill. This just goes to show if you can multi-task, you can feed them and answer their questions without missing a burger in mid flight.

After lunch the members broke into small groups and toured the facility with Blair pointing out the various stages involved in rebuilding Porsche 911 engines, of which he had two on engine stands.

It's important that we NCR members continue to support the fine shops that take the time to invite us each year and give us knowledge and insight. Without supporters like Blair Talbot Motors and Precision Imports we might never get to see the inner workings of these incredible machines we drive.



# From The Far Side Of ...



Gary M. Levine

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## CONFESSIONS OF A FORMER ZYMOL® ADDICT

I have to admit it: I once was a clean car nut. I incessantly washed, cleaned and carnauba waxed my cars. I had special cleaners and conditioners for the vinyl, glass, leather, alloy wheels and black rubber parts. Thank God that I was born before the advent of CLAYING. It took about thirty years for me to realize that as soon as you drive your immaculate car, it gets dirty. A couple of applications of the brakes and you've got black dust on the front wheels. And when it comes time to sell it, you won't get the "like new, cherry" price you covet.

I became afflicted as a teenager washing Mother's collection of Detroit iron. Buicks specifically. That is, after passing high school drivers ed in a '57 Plymouth without either power steering or power brakes. (It was frowned upon to use both feet on the brake pedal.) How's a red and white 1955 Buick Super hardtop strike you? It's the car I really learned to drive. Now that particular Buick superseded several others including a '50 Special straight 8 fastback and a '53 hardtop was a quite interesting collection of a BigMutha V8 with complicated crossflow head valve gear (not unlike the 1930's BMW 328) and a Dynaflo slushbox. The latter set Buicks apart as it was a multistage torque converter sans gearsets (there was one planetary gear for low and reverse). My dad loved those Dynaflos. He always was eager to point out that unlike other automatics (including the Cadillac Hydramatic) you never felt a jerk as the gears shift. One smooth, steady flow of power at a cost of about 8-10 mpg, but gas cost 25 cents a gallon back then.

Now, since I had an emotional attachment to that '55 Buick, I spent time cleaning it that I should have invested in learning the Spanish conjunctive tense or studying trigonometry. I gradually wore down the red paint with compound and wondered why more Simonize didn't make it shine. Now, Simonize was an unforgiving paste wax product. If you put too much on or let it dry, it was almost impossible to get off. So I learned to wax one small area at a time.

Fast forward to my first car, a '61 Corvair Monza coupe. The closest thing to a sports car that my folks would let me buy. Obviously, not that close to the MG or Triumph I had my heart set on! I washed, waxed and shampooed that poor excuse for a VW to death. It also served as the canvas upon which I mastered touch up painting. But even though it was clean enough to eat off, the engine met an untimely death at age three. I was forced to sell it and went off to college. By bus.

My car detailing addiction went into remission until I bought a tired '71 911T. It had been repainted in lacquer - I didn't know that was a bad idea for an everyday driver. However, after it was infected by the Teutonic Rustworm and needed extensive body work, I had it repainted with something called Imron. Nothing

less than Zymol would ever touch its precious skin. First you washed it with clear, then used a cleaner, HD cleanse, then applied the \$40 a can carnauba wax. Since I commuted into Philadelphia every day, it needed frequent attention to maintain a shine; I spent every nice weekend developing shoulder, hand and elbow arthritis. THINK OF ALL THE TIME I WASTED THAT I COULD HAVE SPENT WITH THE FAMILY or PLAYING GOLF/ TENNIS/RUNNING or GOING TO DE.

For another 25 years, driving a series of BMW's, my affliction continued, earning me a MAC degree (Master of Automotive Cosmetics). However, about ten years ago I no longer got a high from inhaling Fragrance of Zymol. I realized that extensive improvements in paint quality with an application of a clear coat lessened the need to work hard at detailing. It's hard to admit, but a twice a year application of a one step cleaner-wax produced a satisfactory shinola job. Wear and tear on my musculoskeletal system also played a big role in reining in my OCD (obsessive compulsive detailing) proclivities.

Heretic that I became, I was excommunicated from the orthodox Congregation of Zymol.

After acquiring my Cayman, the amount of effort I expended in detailing became a lot less since I avoid driving it during the winter. Along with its annual fall oil service, I have the exterior detailed. Although \$179 sounds like a lot of money, it's about what an office visit to the Orthopod costs! Once spring arrives, I just uncover my spotless car. However, daily use and an occasional day at NHMS necessitate some means of maintaining the beauty of my Porsche.

So, I joined the reform Temple of Griot.

My summer car needs little more than an occasional gentle wash followed by a spritz of spray on wax and a wipe down with a polyester towel. If the car is only a bit dusty, a quick spray and wipe down with Speed Shine does the trick. I have been known to use a Kozak when I'm too lazy to wash the wheels. (Now hear the Zymol singers chorus of "Infidel, you're microscratching the paint"). Does my car have the Concours look? Of course not. But, neither do I.



Editor...

continued from page 7

have to be the most stupid and ridiculous in the world. The prize for most ridiculous has to go to the coverage of Australian parliament. I do respect the current Australian Prime Minister but I have more respect for the man (Kevin Rudd) she replaced. The Leader of the Opposition is a wonder to behold.

So how did I fill my days? I read Australian biographies and current magazines. I spent quite a lot of time on the telephone much to the amusement of the hospital staff. It all started as soon as I was in my private ward ... Rebecca called from Sydney, John called twice a day from Melbourne, Brian called from Gisborne, Doug called from Canada, Helmi Skyped every day from the USA. One Monday morning a nurse passed me the phone with a big smile ... USA calling ... and there was a slightly disguised voice on the phone ... it was Hank and he was followed by Ivy. The best medicine you can imagine!

While being in the hospital I was literally 3km from my mother's house and once walking around the hospital I could almost see the house from the windows. But I could not see my mother for three weeks. Friends who were concerned about the MRSA could not visit me. And two of my favourite restaurants in all the world were just 2km away. So what did I do upon release? With wobbly legs and a healing set of tummy wounds, which included a new 15cm opening, I had my sister Lyn head straight to Pierre's Bistro. There I had a Crème Brûlée and a glass of red. The chef there is the husband of one of the nurses so I met Allen, talked food and travels, and assured him his wife had treated me with wonderful care. And then I went to visit my dear old Mum.

When I am asked where I live in the USA I often reply by saying NH is the Tasmania of the USA. There is a lot of similar landscape. Tasmania is a gem. The landscape is Ansel Adams sort of landscape. The food is all locavore, the wine is excellent and expensive. It is wonderful. So my sister, Lyn and I set off to see what we could while I wobbled and recovered my strength. Is this where the Porsche stories come in? Yes.

There is a new art gallery in Tasmania. It is privately owned and built at a cost of about 20 million by a gentleman named David Walsh. His wealth came from being a professional gambler. He has built a wonderful wine company, Moorilla, and brewery and restaurant. And now the MONA gallery. It is three levels carved into a cliff and filled with new and old art. Some pieces would never get to be hung in our more conservative USA galleries. Indeed, the Aussies have an interesting approach and even use naughty words not allowed to be used in the US language. If I have aroused your curiosity log on to [www.MONA.net.au](http://www.MONA.net.au)

There is a piece at MONA called "Fat Car" by Austrian (Austria ... next to Germany) artist Erwin Wurm. An interesting piece if you are into art and into automobiles. It is based on a Porsche chassis. I will add a photo to this article. It is interesting for us Porsche people to see how artists have used our favourite car. You might recall Ed and Nancy's photographs of the sculptures by the German artist Prof. Jurgen Goertz published in Northlander with the story of their 2009 trip to Germany. I find the Fat Car to be a similar abstract work which retains a hint of the Porsche underneath. If you Google on Erwin Wurm you will quickly find more of his work and his world wide exhibitions.

While visiting Goaty Hill vineyard one of the owners noted I was wearing my Porsche shirt. He asked if I had brought the Porsche along. So I explained mine was in the Tasmania of the USA. That

lead to a conversation about Porsches, wine and NH. The next few hours were spent sitting in the sun nibbling on Tasmanian cheeses and other delights while sipping Goaty Hill Pinot Noir. Great medicine and accelerated my recovery no end.

As I write this paragraph I am just a few days away from leaving Tasmania and heading to Melbourne where I will visit a factory which has just installed one of my machine designs, I will be sipping reds with John, talking Alfas and art with Brian and Bev ... and then visiting Andrew and Anthony at Kraftwerkz. And then I have to face about 25 hours of continuous travel back to NH. I'll get a night's sleep and the next day my buddy Tracey will visit and we will be on to Northlander. Ah, life. So good to know I am still in it.

[editor's note] The above paragraphs, and the one following, were written as a draft before my attempted return to the USA via Melbourne and the planned visits to friends and, to Kraftwerkz. Things did not go as planned. I will make a separate story of this delay. Seeing as Melbourne is in the state of Victoria I will call it: Victorian Times. Look for it in this or a future Northlander.

You might think after experiencing such an adventure, indeed such a drama, I might have a revelation or a re-think on life. But, no. I have been blessed with a life of wonderful experiences in a few countries and with the most wonderful family and friends. I have no revelations or plans to change it. But now I will, yes, appreciate it even more than I ever did.

L'chaim.



Goaty Hill Pinot Noir.



*Above: Autocross at Symmons Plains, Tasmania.*

*Middle left: the young driver in the Sprite is 13 (note it's a RH drive car).*

*Bottom left: a classic MG-TD.*

*Top right: Freycinet, Tasmania (the NH of Australia).*

*Lower right: Men At Work (pun) Goaty Hill Vineyard, Tasmania.*

# FAT CAR

2006

Erwin Wurm

Born 1954, Bruck an der Mer, Austria, lives and works in Vienna, Austria.

Porsche Carrera chassis, body and interior, with polystyrene and fiberglass.

Photograph by MONA and published here with permission of the artist.

MONA

X+





# VICTORIAN TIMES

continuing the drama from down under ... this article includes the visit to Kraftwerkz and The Great Macedon Tour



My plans to return to the USA on Saturday were all set and the flight from Melbourne reserved. Plan A was to fly to Melbourne on Tuesday and have some time with friends and talk cars, and Porsches, and see the installation of some machinery I had designed. Plan A did not work out.

Wednesday I saw the machine and while changing clothes at mid-day I noticed a problem in the area of my recent op. Matron Sloane advised me not to mess with it but go to out-patients at The Alfred. I did. And they put me in hospital and on an IV for another four days! On the Thursday morning after about three hours sleep I woke up to the sound of Formula One cars. The Alfred is just 2 km from the Albert Park track. I was able to enjoy these sounds until Sunday morning when I became frustrated that I was so close but so far. I was discharged at noon on Sunday.

John picked me up at The Alfred and we headed for the house making a pass by Albert Park to observe the beautiful people and the beautiful cars and to stop for traditional Aussie nourishment at a traditional Australian establishment. There we watched the Porsche Cup on the big TV before heading home to watch the GP on the big TV.

Formula One is not what it used to be and I really do not like it that much but I did want to see Mark Webber win. I sat on the edge of the sofa driving for him for two hours but we did not win.

Wednesday a friendly Australian doctor asked why I was in such a hurry to return to the USA. I mentioned friends and family and the IRS but he was not moved. My infection was such he wanted me there another week and on antibiotics. Being stuck in Australia, even in Melbourne, should be a nice experience but I was too distressed to enjoy it all.

A few days in Gisborne (about 80 km North) would be a nice retreat. Brian has an extensive library on motor sport, Alfa Romeo, and Australian motor sport. Bev has an extensive library on art. Brian is as enthusiastic about Alfas in the way NCR is about Porsches. He has four: a GTV 2 Litre 1985, Alfetta 1.8 Litre 1977, GTV 2000 1974, and recently a Spyder 2000 1985. I would be busy with the reading list Brian had prepared and we would enjoy a few nice meals too. This plan worked well until Saturday when Brian and Bev both went down with miserable colds and they became concerned I would be next. What, me, with eight antibiotic pills per day...?

Before the colds arrived and spoiled our fun we did have some nice meals, a road trip, a visit to Kraftwerkz, and a visit to a local rally. Brian's reading list included a book: Le Mans, The Australian Assault ... the story of Team Australia and their Porsche 956 at the 1984 Le Mans. What a story; and it is one I did not know.

The visit to Kraftwerkz was sentimental and another visit in the series over the years. I proposed to Anthony this was perhaps my fourth visit over the years but he suggested we have been doing this for much longer. Time flies. And the projects at the shop continue to fascinate me. On this visit I was able to see the current state of the 550 replica, now a right hand drive; another 917 in progress, a 906, and a 908.

I asked Anthony about progress and plans for the various models in the line up. His reply is quoted in the following paragraphs.

*We have had a lot of interest for the 906 and 908 from Europe, and actually took an order for a 906 this week.*

*We will decide whether to build more 908's once the first car has been shown in Europe later in the year.*

*The interest for the 917 is still strong in Europe and the USA but the American dollar is not in your favour at the moment.*

We will be releasing a more affordable kit of the McLaren M6 Can Am car at the end of 2011. I will keep you posted with pictures.

We may even include the 908/2 Spyder as a kit as well.

We will be opening another workshop in the UK towards the end of 2011. This will help with our European customers and even the US customers. It's a lot easier and closer than Australia is.

We are working on a special project for one of our long standing customers here in Australia. We have already restored two of his race cars and now he is building his own one-off super car. We have built the mock-up chassis and suspension for him. He will then finalise the cabin area before making the tooling for a carbon fibre monocoque. At the moment this looks like it may be produced in the UK.

Saturday would have the start of The Great Macedon Tour (rally) in Gisborne. Brian promised to wake me at 7 am and we would go to the start. This is autumn in Australia and Gisborne is at a high elevation. It was cold. Not as cold as NH and no snow. But cold. This did not deter us nor did it deter about 80 enthusiasts. Alfas were the most popular marque and they were all lined up in their own section. A number of British marques would be the next most prolific and then some Detroit iron (LH drive and RH drive), and only three Porsches.

Of course I wore my Porsche cap and made a point of photographing the 911 (see photos) ... while doing this we were engaged in conversation with a lady who was on the committee for the rally ... we chatted about NCR and magazines. The crisp early morning air was filled with sounds of cars and the smell of eggs and bacon. And a few minutes later the lady arrived with two plates for us with .... eggs and bacon sandwiches! Hospitality Aus style. Just like us (US) it's not just the cars, it's the people. Down Under only the flag is different ... (see photos).



Page 28: start of The Great Macedon Tour.

Page 29: 917, 906, 908, Anthony Keiller chats about cars and plans ...

and a window sticker on the 911 ... looks just a bit like NCR.

# An Evening With Brian Redman

## April 1, 2011

Story by Richard and Marilyn Willey

---

It was a rainy, windy night, not fit for man or beast, but a few souls braved the elements and the ride through rush hour traffic to Brookline. As always the Italian buffet was excellent as folks gathered for dinner and looked for a seat, bench or display case from which to eat.

As we approached 7:30pm, the attendees gathered near the entrance to the carriage house for the introduction by Peter Bourassa, head of Motorsports Marketing Resources, LLC. After Peter thanked the sponsors and acknowledging the car clubs which also sponsored the event, Brian began to regale us with his racing history and exploits.

Like many budding racers in the late 50's, he was dabbling in cars while doing a normal job, in his case selling and delivering mops throughout central England, no doubt at speeds above the limit whenever possible. As was the norm at the time, it was privateer/gentlemen race car owners who gave him co-driver rides in their cars (unlike today when many young racers have to bring multi-million dollar sponsors with them in order to get a ride). These led to formula 3 and 2 rides and several short race stints with F1 teams such as McLaren, Williams, Cooper and Shadow. While his F1 career never blossomed, he excelled at factory prototype sports car racing, most notably in Fords with John Wyer, Ferrari (he confessed to turning down a contract with Enzo Ferrari because he thought the pressure to win would have gotten him killed) and with considerable success at Porsche with co-driver Jo Siffert. But his greatest success was in Formula 5000/Atlantic in the US., an open wheel series where he won several championships in the mid-70s for the Jim Hall/Carl Haas team, racing open wheel Lolas.

Besides his racing exploits, Brian provided plenty of stories that kept us on the edge of our seats: going to Dr. Christian Barnard's practice in South Africa to complain that his right arm was aching after a 6 hour endurance race, only to find out that the bones had never healed from when he broke it in a race several weeks earlier (they took a bone from his leg and glued it to the two ends of the ulna which had never healed and he was racing one handed at Daytona, 6 weeks later); or out carousing with Clay Reggazoni in South Africa after a race at Kyalami and trying to rouse Mario Andretti to go out with them, by throwing a lit torch into the thatch roofed hut in which they thought he was sleeping; or the night after an endurance race at Spa when he returned to the hotel with Jo Siffert at 4am after celebrating a victory with the Porsche mechanics and Siffert began doing donuts in the parking lot spraying the cars and hotel with stones (the Porsche race team has not been allowed back there since).

While his racing chops speak for themselves, in listening to him speak about his experiences, one could not help but think how lucky he is to have survived. Despite 3 terrible accidents, mostly due to mechanical failure, plus many near misses he is

here today while the likes of Revson, Rodriguez, Siffert, Clark, Hill, Cevert, and Bandini have passed before. If you have the opportunity to meet him, hear him talk of those times in the 60s and 70s when racing was more dangerous than you can imagine, I highly recommend you take the opportunity. It will be a fun experience, as it was for those of us who saw and heard him on April 1<sup>st</sup>.

# Spring Rally

## Saturday April 30<sup>th</sup>

**Starting Point:** Sunoco/Dunkin Donuts at Exit 2 on Rte 101 - Auburn, NH  
(Just east of Manchester)  
Address is 392 Hooksett Rd, Auburn, NH

**Time:** Please arrive by 8:45AM (Check-In starts at 8:00AM please arrive no later than 8:45 AM)

Driver's Meeting @ 9:00AM  
First Car off @ approx 9:30AM

We'll be ending up at a restaurant along the Rte 93 corridor (Manchester-to-Concord) for lunch (off the menu).

**Cost:** Just **\$5 per car**, payable at the Rally, to cover essentials AND prizes!

**Weather:** Guaranteed to be *seasonal* New England weather

**Contact:** Paul Tallo [paultallo@yahoo.com](mailto:paultallo@yahoo.com), cell (603) 759-2581

**More Info:** This year's Spring Rally will be the first Rally planning attempt by Paul and Bill (Affiliate Member, frequent Navigator, and his professional mapping skills may come into play in the format of this



## Zone 1 Rally and Concours

Well it's time to think about spring! Reach under your car covers, loosen those trickle chargers, and shake off the remnants of that winter malaise. The Annual Zone 1 Concours & Rally returns to CVR the weekend of May 14<sup>th</sup> & 15<sup>th</sup>. 2011 for its 32<sup>nd</sup> year. Weekend activities will include a Rally and a Full & People's Choice Concours.

This event is geared for both the novice-level as well as the experienced PCA member alike; offering something for everyone to enjoy. Centered around 2 host hotels, the Crowne Plaza and the Heritage Hotel in Southbury, CT, this event is not to be missed.

Your destination on Saturday May 14<sup>th</sup> is the Heritage Hotel in Southbury CT. Saturday begins with early morning registration at the Heritage Hotel, followed by the Rally preview, and then you're off to match speed and wit against the tricks of the Rallymaster's stock and trade. The rally route should take about 2-2 1/2 hours. Yes, it's all in good fun and the Saturday evening dinner at the Crowne Plaza is not to be missed.

Sunday, May 15<sup>th</sup> is the Concours, bring your favorite car prep potion and both host hotels will provide a designated area for the soap & hose brigade. Final Concours details and information can be found on the Zone 1 website (<http://zone1.pca.org/>)

Check the Zone1 website (<http://zone1.pca.org/>) for entry information and further details as they become available. Preferred rates have been secured at both hotels so be sure to mention this great event when booking!

## It's About Friends!

We need your help to run the 2011 Porsche Clash Club Race at Watkins Glen  
May 27 to 29  
(Memorial Day weekend again)



The Clash brings lots of people to one of the best tracks in our region! This is a chance to see a lot of your friends and to make new ones. We need you and your friends as volunteers. It is the volunteers that make this a great event! We ask volunteer help a full morning or afternoon. What do you, your friends, loved ones, any one you could bring with you get?

Every volunteer will get a Something ... likely a Jacket

Work two times	Dinner the nights you work (Thursday, Friday and Saturday)
Work three times or all day Sunday	A \$100 Zone one Gift Certificate (handed out every evening)
Work on Sunday	Something like a Mug or Cap

Remember it's not the car; it's the people that make PCA!



# **ZONE Zone 1 48 Hours of Watkins Glen**

## **Driver's Education**

### **June 17, 18 & 19, 2011**

Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years. For more information about the track visit [www.theglen.com](http://www.theglen.com)

The 37th annual version of the Zone 1 - 48 Hours will consist of "Instructor Day" on Friday, June 17 followed by a traditional DE format on Saturday and Sunday. Come and drive with PCA members from the entire Zone and beyond. PCA National Instructor Training is available on Friday for those who qualify with a referral from their region's chief instructor. The cost of the event is \$260 per entrant. To register for the event, log onto [www.clubregistration.net](http://www.clubregistration.net) and search for Porsche Club of America ("PCA"), Zone 1. Porsches only.

As always, Registration will open on April 15. At 1:00 AM EST. Payment will be via credit card only through [www.clubregistration.net](http://www.clubregistration.net). We are no longer using paypal.

For further information, contact your local track chair or email Lou Dauerer at

[LDauerer@aol.com](mailto:LDauerer@aol.com)



## 2011 Zone 1 Clash

Zone 1 PCA is bringing Club Racing to the Glen on May 27 - 29, 2011, hosting the 11th Annual Porsche Clash at the Glen.. Bring your friends and family for a fun, exciting weekend of Porsche racing, with two Sprint races for each race group on Saturday and 90-minute Enduros on Sunday!

At-track registration at the top of the hill will open at 4 PM, Thursday, May 26, 2011.

We'll have commemorative jackets for all entrants and a Saturday night dinner will be available for a small fee. Door prizes and sprint race awards will be distributed at this dinner. Extra dinner tickets may be purchased in advance. Directions, Maps and Hotel information can be found at [www.theglen.com](http://www.theglen.com). Garages will be available for rental on a first-come, first-served basis for \$150/half and \$300/full for the three days.

For those who would like to have some extra track time at the Glen before the event, the Metro NY Region will be holding a Driver's Education event on Wednesday & Thursday, May 25th and 26th, the two days immediately prior. Information concerning this separate Driver Education event can be found on the Metro NY PCA website at [www.metroypca.org](http://www.metroypca.org) or by contacting the Metro DE registrar, Dave Hartman, at [metroderereg@optonline.net](mailto:metroderereg@optonline.net).

We'll have at-track race registration & tech inspection Thursday from 4:30 to 7 pm to process the large number of participants quickly and efficiently to reduce the Friday morning crowd. All at-track registration will be done at the Watkins Glen Registration Building up the hill from the track entrance. The Registration building will be open all three days for drivers and crew to get event credentials.

Each driver must fully complete registration on [www.Clubregistration.net](http://www.Clubregistration.net), including the Medical and Emergency Contact forms, for entry. A Racer's Biography is optional, but highly recommended. To be eligible to enter a Sunday enduro, the car MUST also be entered in the Saturday sprint race. Entry in the Saturday sprint races is not required for the second driver sharing a car in the enduro. A mandatory 5-minute pit stop is required during the enduro, although the same driver can drive the entire enduro if he/she chooses to. For the Friday and Saturday sprint races, a second driver of the same car will result in one of the two drivers being classed up to allow the car to race in two race groups.

All Entrants are required to have a current PCA Club Racing License. (Completed license application forms must be received by the Club Racing Program Coordinator three weeks prior to the event.)

We plan to fill up each group with as many cars as the track will allow. If your particular race group is filled to the maximum at the time of receiving your registration and prior to May 20th, your name will be wait listed. All stand-by entrants will be contacted immediately should a slot become available. There will be absolutely no new registration at the track! Final cancellation date to get a refund is May 18, 2011. See you at the Glen!

Registration opens April 11th at 9 PM CST. All registrations must be received no later than May 20th, 2011!

## BTW:



### New Member Social Event

New Member Social event from March 19 ... Jay Gratton wrote up an email after the event. Here's Jay's "report" of the event:

Words can't express how blown away I was on Saturday at our New Member Social. 31 people in total were there with 16 new folks who have never been to an NCR event. I could not have asked for a smoother event and I spoke with so many people following the event and they were all saying how enthusiastic we all were. A lot of people made the comment to me saying that they thought all we did was "race" and I see this is something we need to be mindful of in the future. The highlight of the event for me was actually when it was over and everyone was talking with smiles on their faces. I stepped back for a moment and noticed that I saw every person there speaking with a veteran NCR member and it really made me see why we are the "friendly" region of the Northeast. Thank you from the bottom of my heart! Clearly this will be a yearly event. A HUGE thank you goes out to Rich and Marilyn for a wonderful spread of food and wine, details like that really made the new folks feel welcomed! Thanks again – Jay

### Correction from February

In the Yankee Swap article from February's issue, Ivy reported on a much sought after gift of a collection of Porsche Parade t-shirts offered by Judy Hendrickson. Judy, upon reading the article, let us editors know she had not offered them. After a couple of email chats with various members it was discovered that Steve Gratton had gathered his old, yet unused Parade shirts and offered them up at the Swap.

## BTW:



It may not have been a large crowd, but it was an enthusiastic one that met at the Holy Grail Pub and Restaurant in Epping, NH, Tuesday nite, Feb 22, 2011. Hank and Ivy Cowles, Biff & Mike Gratton. Matt and Xana Romanowski and Judy Hendrickson gathered to raise a few and generally have a good time. The table joined in (unofficially) in the trivia contest going on downstairs in the main bar with good results - especially on some of the more obscure historical/science questions :

What is the national flower of India? (Lotus); What does the chemical symbol AS stand for? (Arsenic); What were the names of the first two ironclad ships to engage in battle? (Merrimack & Montior)

Some felt 6PM was too early a gathering time on a work nite - many are still getting home from work at that time what with commuting times and all. Perhaps a 6:30 gathering with 7PM getting down to ordering food might bring out a larger group? What say you? Give Matt and Jay some feedback on this.

Judy Hendrickson

PS David, we missed you and toasted you many times.

# Car Control Clinic 2011

## Hosted by North Country Region

**Date:** Saturday, May 7th, 2011

**Time:** 10am to 3pm (lunch break at noon for pizza party)

**Location:** Parking lot, New Hampshire Motor Speedway

This clinic is designed for all drivers, **including ages 16 & 17**, with a valid driver's license and parental consent (sorry, no driver permits). **Participants must be PCA members or affiliates.** The intent of the clinic is to help drivers become safer and more confident through knowledge and experience. **Helmets are required. If you do not have one, NCR has some loaners to borrow.** The clinic will cover the following:

### Lecture Topics

Seating position

Hand position

Vision

Mental preparation

Car dynamics & theory

Car maintenance check

### Driving Exercises

Skidpad

Emergency Braking

Slalom/Swerve

Each student will get in-car instruction from an experienced NCR instructor. The emphasis of this clinic is car control, not racing or competition. In that spirit, most car makes and models will be allowed to participate. No trucks, SUVs, (Cayennes excepted) or vans allowed. If you are uncertain, please email the event Chairmen beforehand, their decision will be final. The event is limited to 24 students.

### Registration Procedure

Registration is open at this time and the deadline is May 2. The registration fee is \$50. Registration will be handled online via the [MotorsportReg Online Driving Event Registration website \(www.MotorsportReg.com\)](http://www.MotorsportReg.com). If you do not have an account, you will need to create one. This single account will allow you to register for PCA and other car club events.

If you are between the ages of 16-18, please print out the following form, have parent and student sign it, and mail it to Brian [Arenstam](mailto:arenstam@metrocast.net) or bring it the morning of the event. Without this form, you will not be allowed to drive and there will be no refund.

[http://www.pca.org/portals/insurance/Minor\\_and\\_Parent\\_Form-WAIVER-PCA2009.pdf](http://www.pca.org/portals/insurance/Minor_and_Parent_Form-WAIVER-PCA2009.pdf)

Event Chair: Brian [Arenstam](mailto:arenstam@metrocast.net) [arenstam@metrocast.net](mailto:arenstam@metrocast.net) or (603) 520-6034.



# In Memoriam

## Larry Synger

Lawrence Martin Synger ("Larry"), age 55, died unexpectedly at his home on Tuesday, February 1, 2011. Larry, a native of New Jersey and the eldest of six siblings, had family and friends up and down the east coast, but made his home in Nottingham, NH. Larry retired from FED-EX as a facilities manager and was most recently employed as a contract manager and snow plow operator. Larry was known to be a pioneer of adventure, as well as "the engineer" of all things mechanical. Larry enjoyed everything about cars, sports, and nature in all forms. Larry adopted and cared for many animals. Larry was a member of the Porsche Club of America and enjoyed religious freedom through weekly bible study with his fellowship. Larry is survived by his parents, Martin and Elvira T. Synger of Hampstead, NC, as well as siblings, sister, Jeanne Synger of Homasassa, FL, sister, Laura Costa of Hampstead, NC, brother and sister-in-law, Richard and Kimberly Synger, of Dudley, NC, sister and brother-in-law, Linda and Tom Harrison of Stewartsville, NJ, and brother Martin Synger of Alexandria, VA. Larry is also survived by 8 nieces and nephews, Daniel Costa, Christopher Costa, Kallie Costa, Kevin Harrison, Richard Synger, Jr., Michelle Harrison, Jessica Synger and Ashley Synger. Larry was a great son, big brother, friend to many, and will be deeply missed. The family extends their condolences to Larry's many friends in NH as they plan for a seaside memorial at Topsail Island, NC.

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## Drivers' Ed

...continued from page 11

I also received a note from Pete Tremper, National DE Committee Chairman regarding in-car filming and more specifically posting of those videos on public sites. The note focuses on posting videos of incidents and the need to carefully weigh the consequences of these postings. I just bought a camera and while I don't think I would post a video on line, there are some valuable points in Pete's memo that we should discuss at our Drivers Meetings.

Just a word regarding the 2011 season relating to helmets. Helmets that carry a 2000 certification tag need to be retired. Only helmets with a 2005 and 2010 certification will be accepted by NCR and NER. Helmet rating is a somewhat complicated process and designates the criteria used during certification. NCR prefers an SA rated helmet but will accept M and K certified helmets. If you need to buy a new helmet, make sure you get one that fits properly. Joe Marko at HMS Motorsports has a good selection of helmets and can help with your selection and fitting process. If you are really interested in helmet ratings and criteria, contact Edgar or go to the Snell website.

As always feel free to contact me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with any questions, comments or suggestions and thank you for helping to name the *Northlander* DE Column.

By the way, just because we have 'spin' in our name does not mean the Two Spin Rule will be modified!

Until I see you at the track, please Stay Safe!



## A Letter From Lime Rock Park

To: Mark Watson  
Date: 03/04/2011

From: Skip Barber, Georgia Blades and Scott Mayo

As you know, exhaust noise has always been an issue at Lime Rock Park. We operate under a 1959 Court Injunction that stipulates: the number of weekends (10) that we can run unmuffled; other times we aren't restricted (Tuesday afternoons); the decibel limit for all other track days; and bans Sunday track use. There have been no changes in the injunction and we don't anticipate any court ordered reductions in noise levels. But we have growing criticism from some of our neighbors; some of which is justified:

Significant manufacturers like Porsche, Mercedes (AMG), and Ferrari are building street legal cars that at high speed and full throttle are "on the edge" of our required decibel limit. Given the right atmospheric conditions they go over the edge

There has been a major increase in the number of small manufactures building great track cars that are too noisy "out of the box"

More and more of our track users have cars in these two categories

The Skip Barber Racing School has steadily increased its use of "noisy" Miata's rather than relatively quiet single-seaters

There are a small number of SCCA race cars, mostly Porsches that turn up at multiple club events for "cheap" practice. They almost always need to "test" their "improved" exhaust systems, making too much noise in the process

For 25 years the track set a limit 1 dB level below the injunction requirement to be safe and never exceed the mandated limit, unless the exhaust system broke. Cars were checked while stationary, before going on the track, 1000 RPM below the redline, and theoretically never got on track if too loud. There was no on-track testing to check for compliance as there is now. Porsches had the most trouble complying and it was common to have a Lime Rock exhaust system.

Over the years the 1 dB margin has vanished and on-track testing has replaced stationary checking. A common scenario is that a car runs 4 or 5 laps; is too noisy; comes in to correct the problem (often with steel wool); goes out again; the steel wool blows out after a few laps and it takes a few more laps to get the car in. Then the process starts all over and by the end of the day the car has run multiple noisy laps.

And now we have more complaints.

We are going to deal with this proactively:

We are going to reduce the total noise

We are going to have a sound engineer calculate the total reduction

We are going to tell the town what we have done and we are going to stick with it

We are **NOT:**

Going to court to try to change the injunction

Going to complain about the injunction

Going to criticize the states motor vehicle laws or the measuring system

Going to make the economic argument that the town needs a viable track – they know that

We want to stand in front of the town and say:

The total noise is down \_\_\_\_%

All quiet days are quieter

Even the biggest professional race, the American Le Mans Series, is down 2 dB

We are going away from a "one size fits all" dB limit; assigning every club a limit we think is reasonable in terms of cost, impact on performance, and effect on entries. We know "reasonable" doesn't always mean "easy" or "cheap." The new limit, effective immediately for your club PCA North Country is 88 db.

The two big problem groups are the school's Miatas and some Porsches, regardless of what club they run with. The school is fortunate – they have a new sponsor, Borla, who is building them all new complete exhaust systems. They have already tested under 83dB, their new limit at Lime Rock Park. This is a tremendous reduction – they have been running 88-89 dB, and they use the track more than 100 days each season.

Not so easy for some Porsches, so all Porsche clubs go down 1 dB; but we are going to rigidly enforce this. This 88dB limit is for

non-race Porsche days – not for Porsche cars regardless of what club they are running with. So a Porsche limit would be:

88 dB Porsche Club Day

105 dB Porsche Race Day

87 dB BMW Club

86 dB PDA non-race

86 dB SCDA

88 dB Lime Rock Drivers Club

105 dB Tuesday afternoon Test & Tune

If any member of your club has a car they believe, but aren't certain, will meet the new limit, we will do our best to arrange a test at no charge. We will have some time in late March, in April, and some 5:00-6:00 p.m. time later on (by appointment only). Call Scott Mayo at 860-671-1403.

PLEASE don't let anyone come for testing or a club day with an unchanged car that was too noisy last year. This isn't about "beating the system" by short shifting or lifting off the throttle while being checked. This is about lending real meaning to the phrase, "We're all in this together."

Other contact numbers:

Georgia Blades - 860.671.1407

Skip Barber - 860.671.1409



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Your friends down south in the Northeast Region/PCA invite all NCR drivers to join us during the 2011 track season. You'll note 3 NHMS events including a Novice Day and **weekend events**. Get all the details at [www.porschenet.com](http://www.porschenet.com) or... in the Noreaster, which you may read on-line.

Feb 20	a	Sunday	Ground School
May 5	bg	Thursday	NHMS Normal DE & Novice Day
June 4-5	cg	Sat - Sun	NHMS
July 7-9	cdg	Thur - Sat	Calabogie
July 11-13	cdg	Mon - Wed	Mont Tremblant
Aug 26-28	cdefgh	Fri - Sat	Watkins Glen
Sept 16	g	Friday	NHMS

*(a) HMS, Danvers..... (b) No students with more than 3 track days experience..... (c) Beer & Wine Social..... (d) NER's Signature Enduro (e) Embroidered shirts... (f) Italian dinner @ Lakeside Park... (g) Extended passing for Black and Red groups... (h) Buffet lunch in Media Center.*

Questions about details? Contact Bruce Hauben, Track Chair at [bmb993@porschenet.com](mailto:bmb993@porschenet.com) or call 978-95-8517 before 8PM. Registration is quick and easy at [www.clubregistration.net](http://www.clubregistration.net).

**BTW:**

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## Edgar Broadhead

NCR Tech Inspectors  
2011

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603-595-1707  
(No charge if you show PCA card)

Damon Josz  
Series 900  
Sunapee, NH  
603-863-0090

Chris Loader, William Crawl, Shane Mellen  
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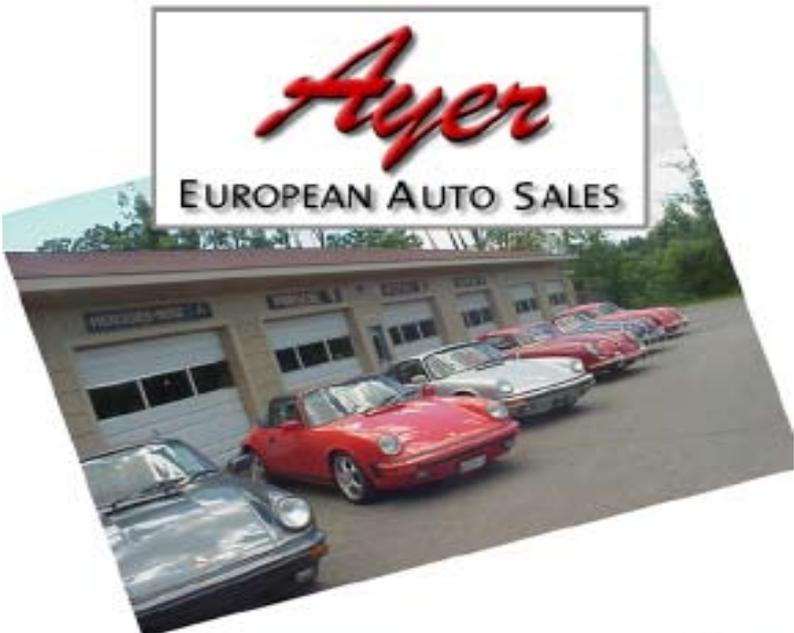
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**SALE:\*\*** 1987 928S4. Friday night date car. Red over black, automatic transmission. Killer aftermarket sound system. Former Georgia car. Body excellent, interior okay but presents well. 17" cup wheels with Toyo Proxies. Runs strong and is frighteningly fast. Has slow leaking water pump which needs to be replaced. This car is not really my style: I'm a 944 guy. Make me an offer. Photos available by email. John R. Killion JRK944@aol.com

**SALE: \*** 2007 Cayman S; 3000 miles; perfect condition and stored in climate controlled garage; comes w/ 7 year tire warranty and 5 year Resistal protection. Meteor gray, with heated power seats, Auto Climate Control. Bose Surround, Bi-Xenon Headlamps, 6 Disc CD, Tiptronic, the Preferred Package Plus w/Tip ... \$42,000 Charlie Contarino 603 329-7307 ccontarino@aol.com

**SALE:\*** 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires. Mileage = 176,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

**SALE:\*** 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great! Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

**SALE: \* 2004 GT3** Black/black with approx 19K miles. VIN # WP0AC29924S692393. Full leather interior, red stitching on dash & door panels, console delete, Euro GT3 leather seats, Tequipment stainless steel roll bar w/Schroth harnesses, fire extinguisher, thicker steering wheel and many other extras. Four new Michelin Pilot Sports and front rotors installed in August. Factory leather seats and a set of Fikse FM10 wheels with Pilot Sports mounted also included. Maintained by EPE and garaged year-round with no Winter use. Photos available. \$56,500 - Steve Artick sartick@gmail.com or 781-272-7227

**SALE: \*** 1986 Porsche 930 Turbo ... \$42,500. 33,000 miles, 3.4 RUF engine, 6 speed T-50 and LSD, original paint, full RSR coilover suspension, 935 distributor, Porsche Motorsport 962clutch, 995 Twin Turbo brake system. This car has over \$75,000 in mods, over 500 HP, and goes over 200 MPH ... KIM 603 679 8004, cell 603 765 9230

**SALE:\*** 1984 GTI ITB - Well built and sorted ITB car with log book. Kirky racing seat, fresh black paint, caged with full racing suspension. Ready to race, ax, or DE. Built up and maintained by Shine Racing and Exotech. Many extras (engine, tranny, rims, etc.) Perfect car to start racing with! Car is located in Kennebunk, Maine. \$3,500/obo Jay Gratton @ JEG914@AOL.COM or (603) 498-8576

**SALE:\*** Toy Story - reducing and restructuring inventory. The White Whale: 2000 Ford F-350 7.3L diesel, 176,000 miles, well maintained, Banks Stinger Plus kit, full ARE cap, available with or without like new Fisher 8' HD plow. \$14,000/BRO or \$17,000 with full plow setup. Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com

Be looking for additional toy story items for sale next month.

**SALE:\*** 1992 Porsche 968 Coupe, 94K miles, Coral red metallic /grey leather, 6- speed manual. Two owner. Two sets wheels/tires. Complete service bible. Original monroney sticker. Local car 1st and 2nd owner. Excellent condition. No track. Original condition. No alterations. \$11,000.00 Harry D. Robinson (603) 335 3024, (603) 617 9930 ( C )

**SALE: \*** Need track tires? I have a set of the '86 911 original 15" phone dial wheels with Toyo Proxes R888 tires available for sale. The wheels are in good shape (balanced and round) with minor curb rash. The R888 tires have been used in only one 20 min track session (novice) at Tremblant. Basically brand new. Great extra set for DE or autocross. Fits all '79 - 88 911. Also most 944, 928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear tires.

Price \$700 (not including shipping). cwlovel@gmail.com (Sherborn, MA)

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## BTW



Turboma has gone to a good home in Canada with Scott and Jennifer Webb. Ivy was sad to see her go but extremely happy she has gone to a wonderful new home.

Jennnifer is the new Zone 1 rep, and Scott is her husband.

This photograph was taken at what used to be a mill on the Trent River in their home town of Lindsay, Ontario.

## NEXT MONTH

Your editors do expect to have their act in shape for the May issue. It might be a little late but not as late as the April issue.

Expect coverage of the Make A Wish event, Tech Session at Precision Imports, and the Spring Rally. And perhaps a spread on the automotive art work of Brian Chandler.

As always we are looking for contributions. If you are a photographer but have been intimidated by the process of sending photographs please check out our "drop box" on the web site.

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Volume 34 Number 4

April 2011

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