

NORTHLANDER

NORTH COUNTRY REGION

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PORSCHE CLUB OF AMERICA

July 2011

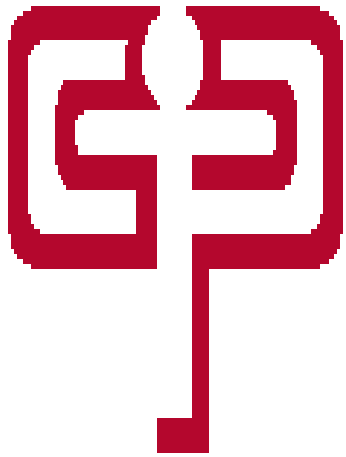


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Autocross 2

Ice Cream Run

Nurburgring 24 Hours Race



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On the cover



Rob sets Mark and Sigrid up for their first run at Autocross 2.

Photograph by David Churcher.

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

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CALENDAR

7 9
11-13 19
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JULY 2011

AT A GLANCE

Date	Event	Location	Time	Contact Email
July 7-July 9	NER Caloboggie			Bruce Hauben bmh993@porschenet.com
July 9	NER Autocross	Ft. Devens, Ayer, MA		Cuan Coulter
July 11-July 13	NER Tremblant	Mt. Tremblant, Ontario, CA		Bruce Hauben bmh993@porschenet.com
July 12	Board Meeting	Ivy and Hank Cowles' house	6pm	Jay Gratton jeg914@aol.com
July 31	NCR Autocross	Ft. Devens, Ayer, MA		Joe Kraetsch autocross@ncr-pca.org
July 31	Parade	Savanah, GA		

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



Jay Gratton

My dad taught me how to drive a standard when I was 12 years old ...

The skill of driving a standard transmission is a true art form. When a driver can bring it all together by matching the clutch, transmission and gas into a perfectly fluid dance it is an impressive feat. The thought of replacing a clutch is completely foreign to me to be honest. I have only replaced one clutch in my life and that was on my 914 2 liter when the engine was out being rebuilt and it didn't even need it, but it was one of those "while we are in there" items.

My dad taught me how to drive a standard when I was 12 years old and I think I still hold the record around Holton Circle in Londonderry as I would do laps for hours with him. Needless to say I had very understanding neighbors. My first car was a 1984 VW Rabbit *Wolfsburg Edition* that was my dad's and then given to Gratton children. My sister and I both learned how to drive standard on it and frankly so did every other kid in the town of Londonderry. When my dad finally sold the car it had 260K on it and most of that was by high school and college kids, however it was still on the original clutch. I honestly attribute this to my dad for teaching my sister Janet and I the proper and gentle way to drive a standard transmission.

I have always owned standard transmissions as I found automatic transmissions to be boring and strangle performance as they are always shifting at the wrong points or not down shifting at the right points. A few years back I even specially ordered Jaime's Volvo with a standard transmission because we wanted a manual. Getting an automatic transmission to me signified that I was getting old. Why not just go all the way by getting an automatic, hiking my pants up to my arm pits, moving down south to Del Boca Vista (Seinfeld reference) and having dinner at 4pm at the Shrimp Shack!

Currently, Jaime and I have 4 cars and they are all standards. In the next year I will be replacing my GTI which I love with most likely a full size truck. I find it a little sad that this will most likely be my first automatic. Even sadder is the fact that I am even looking forward to it! There are so many days when I just want to slump into my car drop it into drive and just drive and not think about shifting. Anytime I am stuck in stop and go traffic I curse the fact I am driving a clutch. I caught myself saying to Jaime the other day that we should have gotten her Volvo in an automatic. Does this mean I am old? Does this mean Del Boca Vista is in my future?

The technology that has recently gone into automatic transmissions is incredible. The days of old clunky 3 or 4 speed automatics have been replaced by the likes of Porsche's PDK 7 speed transmissions that shift better and faster than a person could ever do with a regular old manual transmission. I was lucky enough to drive a 997S at NHMS a few years ago with the PDK. It was most impressive. I still don't think I could bring myself to buy a Porsche that wasn't a manual, but boy that PDK is tempting. My parents have been kicking around the idea of buying a Porsche Boxster with a Tiptronic to leave down in Florida and I am actually all for this and don't see it as a sin. It makes sense given how crowded southwest Florida is these days.

Perhaps this is where our society is heading with cars. Are we going to get to a point someday when you can't get standard transmissions on new cars anymore? I sure hope not as I think that would take a little bit of the passion out of driving. Until next month friends, drive safely and passionately.





Tracey Levasseur

But for the drivers it wasn't about placing, it was the experience of seeing countries they'd probably never visit otherwise ...

In the February *Northlander* I discussed the history of rallying and mentioned a presentation I was to attend that month about the Peking to Paris rally. Well that event was postponed again until the end of April, when winter would finally loosen its grip on those of us in the northeast. When I did finally attend, it was well worth the wait.

On a very hot April evening over 60 Jaguar club members and their significant others converged on the historic Longfellow's Wayside Inn in Sudbury, MA, for an evening with fellow member Chuck Schwager and his friend Lloyd Dahmen, co-drivers in the Peking to Paris endurance rally held September 10 to October 16, 2010. It's hard to tell who was more excited, the club members or the co-drivers, to talk about this once in a lifetime rally but suffice it to say that Chuck and Lloyd arrived in the '49 Cadillac they drove over 9000 miles through 11 countries and all types of driving conditions and even kept some of the accumulated dirt and grime on it for all to see. For a couple hours members asked questions outside beside the Cadillac and even had their photos taken while sitting in the car, which had attained a kind of celebrity status, especially to those of us who read the blog that Chuck posted regularly during the rally.

Eventually co-drivers and anticipatory crowd migrated indoors for dinner and a Peking to Paris slideshow. Chuck started with a brief history of the rally. In 1907, a French newspaper issued a challenge asking if anyone dared drive from Peking, China (now Beijing) to Paris, France. Only a handful of brave souls set out that summer and a Prince Borghese of Italy came in first place driving an Itala. The event would not be run again until 1997 when the Endurance Rally Association (ERA) organized a second Peking to Paris rally. It took 90 years to run a second rally basically because of the troubles with China and several of its neighboring countries. After the success of the second event, it was run again in 2007.

So it went that Lloyd asked his friend Chuck to be his co-driver in the 2010 running of the Peking to Paris. Lloyd had the '49 Cadillac which he would, with Chuck's help, get rally prepped with such modifications as three gas tanks, high capacity radiator and reinforced suspension. The Caddy had drum brakes and since Peking to Paris is run under FIVA rules, they had to keep them. For those familiar with drums can imagine the amount of brake fade experienced over 9000 miles in 37 days!



The Cadillac would be entered in the Classic category. Peking to Paris has three classifications: Pioneer (pre-1921 vehicles), Vintage (pre-1941) and Classic (pre-1961). Those entered in Pioneer got to start out first each day, followed by Vintage and Classic to allow the older vehicles more time. So even though there were 100 vehicles, most participants only got to spend time with folks in their own category.

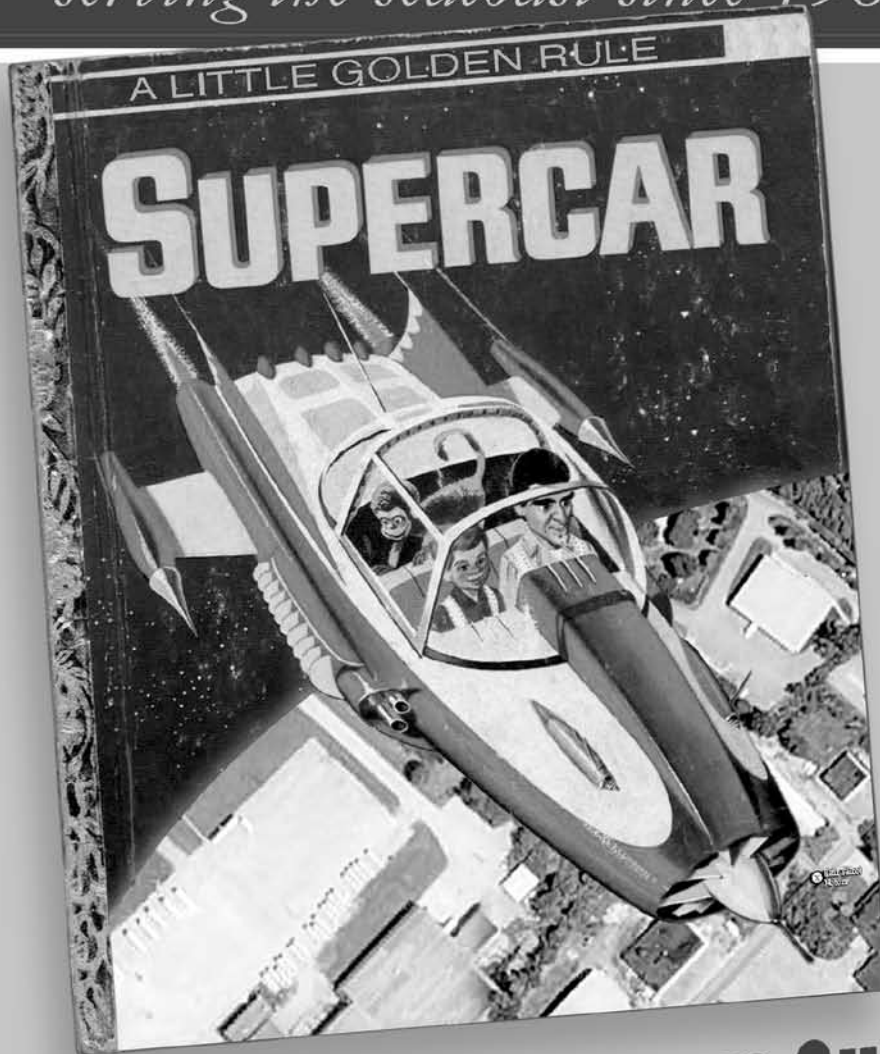
In order to accomplish Peking to Paris there had to be extremely organized people involved, not only participants but those in the ERA. Participants had to haul their own equipment – everything from clothing for four seasons of weather to tents and navigation equipment. All this stuff had to be hauled in their vehicles – in the trunks, backseats, glovebox, luggage racks, etc. So participants had to think carefully about which vehicle would be best for such a rally. The ERA had to make sure that participants got proper directions, had mechanical as well as personal assistance throughout the journey and that all accommodations were ready when participants arrived at each endpoint each day. That meant participants got route books not only with rally instructions but with various information helpful when driving from country to country. ERA also provided a caravan of experienced mechanics and caterers who set up food and wash facilities for participants as they traveled through the Gobi Desert. Making reservations when one travels can sometimes be stressful, think of how it would be making dinner/hotel accommodations for almost 200 people driving through 11 countries in a little more than a month.

Chuck explained that Peking to Paris is not for the faint of heart. It is a true endurance rally traversing mountains and deserts which in some spots had no defined roads and others rudimentary tracks in the sand peppered with bone jarring potholes. All vehicles must be at least 50 years old which means, even making necessary preparations, they can and will break down when driven hard. And not every night was spent in a five-star hotel with a four-course dinner. Chuck recounted sleeping in tents in the Gobi and having to put two couches together to make a bed in one hotel. In order to get to those hotels or tent sites, participants had to follow the route books as well as their navigation equipment (which, had they been in 1907, they would not have!) sometimes driving hundreds of miles per day

continued on page 22 ...

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Bob & Laura Futterer

New Members:

Robert W. Anderson
Marsha Simmons
Dover, NH -- 1985 911 Carrera

Grant Kaiser
Sharon Kaiser
Greenland, NH -- 1972 914

Jake H. Moreau
Gerry Moreau
Lincoln, RI -- 2011 911 GT3

Audi Pauliukonis
Carrie Pauliukonis
New Hampton, NH -- 1986 911

John P. Schwope
North Hampton, NH -- 2011 Cayman

Member Anniversaries:**1 Year:**

Tom Der
Lisa Cook
North Hampton, NH -- 2008 Cayman /
2011 Cayman S

David R. Reilly
Debbie Reilly
North Strafford, NH -- 1965 356 / 1986
944T

Gerry W. Hawes
Gilmanton Iron Works, NH -- 1985 911
Carrera

Kevin N. Williams
Greg Krach
Colchester, CT -- 1987 944

Michael Iannotti
Somerville, MA -- 2009 911 Turbo

15 Years:
Judith Boule
Scott Lane
Keene, NH -- 1983 944

Harrison P. Wareham
Hopkinton, NH -- 2008 Cayman

Michael J. Wooding
Michelle Wooding
Goffstown, NH -- 1984 944

David Connor
Susan Farr
Hollis, NH -- 1987 924S

5 Years:

Stephen A. Koukias
Robin Koukias
East Kingston, NH -- 1997 993 / 1984
944

20 Years:
David B. Karrick, Jr
Martha Karrick
Warner, NH -- 1972 911T

10 Years:

Christopher J. Jacques
Barbara Jacques
Barrington, NH -- 2001 Boxster

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



Matt Romanowski

WIDE OPEN

some people think I know everything Porsche ...

I just had the windshield in my MINI replaced after counting 6 little "stars" and a fresh crack. Who did I call to do it? My glass guy Keith. Thinking about it, I realized that I have a "guy" for most things. Need something fixed on your daily driver on the cheap – I know a guy. Need a roof on your house – I know a guy. Need landscaping done – I know a guy. Need a camera – I know a guy.

The other day I realized that I'm "that guy" for a bunch of people too. I got a call from my wife Xana's boss – with a car valuation question. She had recalled a conversation we had about old Mercedes and restoration places. She needed to value a car and asked if I knew anyone who could help out. Of course I did. Not only did I know someone, I gave her about 6 names of classic Mercedes folks who could help her out.

That's when I realized that I am "That Guy" to a lot of people. What is interesting is what different people think I'm "That Guy" for. Some people ask me only 914 stuff, some people think I know everything Porsche (I'm not even close), some people think I'm a plumber. With work, some people think I am the fabric guy. It's lots of different things to lots of different people.

I'm sure everyone out there is that guy to someone about stuff. It's interesting to think about what other people come to you for help with. Oftentimes people's perceptions are not always right. The one that is right is that I'm a car guy! I love all kinds of cars and really, anything with a motor and wheels. Or even just a motor. Or even just wheels. Well, anything that moves.

A little while ago someone had mentioned to me a website that "compiled" cool cars for sale and would email you the listings. When they told me, I forgot the name (who could imagine that?) but thought it sounded cool. Well, surfing the internet the other day, I found it! www.BringATrailer.com. What a cool website.

Interested in a '67 Mini Cooper that was restored? How about a 1990 Citroen CX? No, me neither. But a '69 Subaru Sambar would be cool. The website is a list of cool, unique, and sometimes completely eccentric cars. But mostly cool. I signed up to get the daily email with the list of the previous day's cars and really enjoy seeing some

of the odd cars that are out there. It gives me lots of day dream material – oh what I could do with a nice '67 Fiat 600D with a bunch of Abarth parts or a '71 Datsun 510 Wagon set up for the track.

Enough of my ramblings about being a car guy. I'm sure lots of you share being the "car guy" and have lots of stories about being asked weird, oftentimes borderline uneducated questions.

In sharing my "car guy" stories, it leads me into how we can all be car guys – doing NCR events! We've had a solid spring with our first DE, Spring Rally, Ice Cream Run, and now we are quickly into the full summer swing of things. It will be passed by the time everyone reads this, but the Zone 1 48 hours at Watkins Glen is one of my favorite events to attend. Also passed will be NCR's third AX of the year.

Not to fear though, we still have lots of events to attend. On July 17th we are having a low key car show at Porsche of Stratham. JJ Dunkle, our Concours Chair, has been working away with NCR member and Porsche of Stratham Salesman extraordinaire Harry Robinson on the event. Check out the ad in this issue and make it a must attend. Rumor even has it that there is going to be an ice cream run after to make sure everyone has a great day!

Getting into August we have lots of AX, DE events, and a summer rally! I'm sure everyone has their car out by now and is ready to enjoy some fun times with us, so keep an eye on www.ncr-pca.org and your emails to see what is coming up. And if you can't find something, always feel free to email or call anyone on the Board to find out what is going on. We are more than happy to help you out and get you to an event.

As always, I hope to see you at an event and be sure to come up and say "Hi." It's great to meet more and more members at events and see new faces.





Mark Watson **MY SPIN ON THINGS**

All this just reminds me how much I enjoy DE and how important DE had become in my summer life ...

This is a tough article to write; I had to miss the June NER DE event due to a family issue and I am likely to miss the Niagara DE event at Watkins Glen due to an unanticipated work commitment. It seems like my 2011 driving season is not going so well. I hope all of you are managing your calendars better than me and are getting to the track for some fun with your friends. I find myself spending a lot of time thinking about driving and what I am missing. Work is crazy right now and I can't even get enough time to 'play' with the car in the garage over the weekend. All this just reminds me how much I enjoy DE and how important DE had become in my summer life. Work is also fun and challenging but it just isn't the same as late braking from 150mph to 70mph, shifting and making that perfect turn and then getting back on the gas.

Congratulations to everyone who was promoted at the June event! I saw an impressive list of folks moving into higher run groups; great job improving your driving skills and demonstrating those skills to one (or two) of our instructors. Please be safe and aware that when you move into a higher run group, you get a good feel for how the group works. Each run group has particular characteristics and since you are just moving into the group, take time to learn how the group operates and what the drivers expect of each other. Ask someone in the group how things operate so you can integrate as fast as possible. Chances are you won't be the fastest in the group (at least at first) so be sure to pay attention to your mirrors.

We are actively working on our August 15 event at Lime Rock Park. LRP is one of the premier tracks in the northeast and only a few hours drive from NH and MA. Give yourself a summer present and sign up today! If you are an instructor and planning to attend LRP, please register and help minimize the trauma for those waitlisted. John, Steve and I appreciate your help.

Remember that LRP has a program to reduce overall noise levels. Go to the DE page on the NCR website to read the letter describing their program. LRP will continue to monitor on-track noise levels and excessively noisy cars will be black flagged so modifications can be made. If you have not had a problem in the past, you should be okay again this year. Contact LRP directly if you have any questions (provided in their letter).

I was not able to attend the board meeting this month (work!) so I do not have an update for our tech inspectors that are

'home based' and use jacks and/or jack stands to perform their inspection regarding waivers and insurance forms. Edgar or I will blast out an e-mail with more information in the near future.

In closing, please register for the August 15 LRP event and NCR's remaining two events at NHMS (September 15 and October 10 & 11). We plan on having a 'post-event' beer, wine and snacks gathering after the September event and Toni is still working a surprise menu for the October track dinner. While you are registering for our September event you might as well register for the companion September 16 event with NER. Remember that NCR registration is done on motorsportreg.com and NER registration is done on clubregistraton.net.

As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions that can help make our DE program even better.

Until I see you at the track, have a great 4th of July and please stay safe!





Judy Hendrickson **LOOKING BACK**

Once upon a time, an eon or so ago, Ed & I were introduced ...

This month's offering comes from the July/August 1991 issue of *Northlander*. While Nancy Broadhead's article is about a specific rally that year, she provides valuable insight into the NCR style of Gimmick Rally that many of you may find useful in the upcoming summer and fall rallies this year.

Have you had a memorable experience with your Porsche? 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 XIV, Number 4, July/August 1991

CONFESSIONS OF AN EX-RALLYIST

By Nancy Broadhead

Once upon a time, an eon or so ago, Ed & I were introduced because he needed a navigator and I had been a math major. On our first date, sweet and sour pork shared equal time with miles per hour and minutes per mile. I learned to use a Curta, a rallyist's mechanical calculator that looks a lot like its nickname - peppermill. Remember, this was long before electronic calculators and Nintendo, though Ed knew someone who mounted a Monroe calculator in a speedster!

The next day, on my first rally, we discovered what had been omitted from the lesson: how to recover from an off-course excursion. For the first of what would prove to be countless occasions, we were right on time (to the hundredth of a minute) but 20 miles off course! During the next few years, we entered several rallies each month and were often moderately successful, even on those that were computationally intensive.

But times change. Ed started racing. We spent the remaining summer weekends trying to keep a big old NH farmhouse together. In the winter, we skied. "Serious" rallying became at most a once-a-year event, usually at the Parade. That's not the way to maintain skills. I forgot how to use the Curta. Ed uses calculators at work, but I'm a Mac-and-mainframe computer person.

Our last (and I do mean last) attempt at a serious rally effort was a disaster. Within the tire warm-up section, before the odometer check, we'd already gotten lost, and I'd totally frozen on how to use Ed's HP calculators. I just kept muttering over and over, "I could DO this with Excel." But a Macintosh that will survive rally routes isn't on the market, let alone affordable; the instructions for the portables request that you not use them in turbulence.

So for now, I've sworn off TSD rallying, or at least I've sworn off bothering with the time-speed part of it. Let's concentrate on staying on course and let the hundredths/seconds/minutes take care of themselves. I don't want to be classified Equipped; I'm a Seat-of-the-Pants person!

Wacky Wits Win One

Ahhh, my kind of rally! I found no mention of timing in the written instructions; if it was discussed at the meeting, I wasn't paying attention and missed it. Just a nice ride in the country. Let's go see the ocean! (Clearly, I've always lived inland.)

Well, maybe we didn't do any timing, but this rally was not JUST a nice ride in the country, though that was part of it. One of our favorite features was the cookie break, with cookies baked and presented by Debbie Gratton's mother at the checkpoint on her front lawn! Another was the 15-minute hike to an ocean point to count lighthouse windows.

We found the route clear and easy to follow with one exception - apparently the "P.M. Inness Lobster Co. Inc." sign on Peter's shop was too large for us to see. We were four clues beyond that point when we agreed that we should retrace our steps and see if we could find Peter. "T" was a bit embarrassing to spot those foot-high letters!

The real challenge of the "nice ride in the country" was to observe the sights, major and miniature, obvious and obscure, logical and bizarre, along the way. Part of the price of winning such a rally is a stiff neck the next day! Another medical hazard is "navigator's sore throat", from reading aloud start to finish. In the olden days, I would've clipped the route instructions to the dash and let Ed read and cross them off himself, driving the entire rally holding a pencil in his teeth, while I just dealt with details. But we're more mature now or maybe it's just that our eyesight has aged.

For this style of rally, we've evolved a set of techniques that seem to work pretty well, earning an occasional trophy and no divorce! All or some of them may work for you; we'd be happy to add your hints to the collection.

Attitude adjustment setting:

"What is there along this route about which I could say something strange?" If that sounds to you more like something a rally master - not an entrant - would say, you're right. But it works. Most likely, what catches your eye will have also caught that of the rally master. Try experimenting with this on your own, perhaps on the way to work some morning. You'll see the old familiar route in a whole new light.

Equipment:

bring paper & pencils, highlighter (I usually forget to bring this) and binoculars. There are rallies where yarn and knitting needles are useful, but that's another story. That's about all you can do to prepare, though I suppose you could consider training in rapid eye movements and clear enunciation (perhaps joining a Gilbert and Sullivan troupe?).

On the May rally, as usual, the most frantic time inside our car was the first few minutes. I know it's no accident that we started out with information overload: route instructions and list of questions, to study simultaneously and immediately while also looking around for items to answer the questions. Yes, there are way too many things to do all at once; just take a deep breath and dive in.

Don't get lost. Read aloud a couple route instructions; whenever the driver pronounces one completed, read the next two.

The driver looks around for possible question items. (See "attitude adjustment setting" above). If there's a sighting of something that might be of interest, even though no question seems obvious for it, write a note on some of that paper you brought along.

Meanwhile, the navigator reads all the questions aloud, at the same time highlighting key words. Keep reading them aloud, over and over, whenever you're between route instructions. After a few repetitions, you'll only need to read the key words. Soon you may find that you can mostly recite the list from memory!

Try to predict how some questions will be resolved. "What year was the Trolley Museum founded?" OK, that's got to be on a sign at the museum, won't worry about that until we get there. "What color is the donut on the Donut Hole?" You should recognize that when we see it.

Psyche out that rally master! A question "How old is Mary Hurd? (This is not a graveyard question)" indicates that you shouldn't expect to poke around in cemeteries today, though they are the most common reference for "How old..." questions. Apparently, the organizers of this rally have "done cemeteries" in the rain. (FYI, Mary Hurd is a school.)

Then there are the real puzzlers, such as "Did Don Osborne get his pilot's license here?", "If you were a high class cow, you might consider living here...", "Where do children play at 3mph?" and the sexist favorite "Could Johnny and Ed send their girlfriends here?" These are the questions to read again and again.

If you spot anything even remotely possible, write it down on your scrap paper. That's how we eventually chose the Rachael Carson Wildlife Refuge! Before you turn in your answer sheet, make sure you have an answer for every question, unless the rally is to be scored rights-minus-wrongs. Use some of those doodlings to fill in the blanks. If you can't be correct, be amusing!

Thanks, Jim & Steve et al., for a nice ride in the country, a walk by the ocean, and places we never would have found or noticed on our own! Some other Sunday, let's do a tour of the Trolley Museum with lunch by Peter Inness.



The Ghost Of Corvettes Past

Story by Bruce Whittier

Back in 1968 the first Can-Am race was held way out in Edmonton Alberta Canada.

The trip back to Long Beach was going along as usual with the same old problems we always had at the Canadian Border. Once we got by the border guards and all the rules and regulations they could come up with, we were looking forward to getting back to the shop and preparing for the next race.

As we started to cross through Montana on US highway 15, I saw a young couple hitchhiking. I pulled over, as did my team mate in the other truck, to offer the couple a ride. The problem was we only had room for one person in each truck. So a very pregnant young lady got in my truck and her husband got in Dick's truck for the trip to the hospital in Shelby, Montana. The young wife was 9 months pregnant with her first child and the couple was headed to hospital so the wife could have her baby. You need to remember that this was the 60s, things were done a little different back then.

I nervously started the long drive with my new passenger that would take us to the hospital in Shelby. We were rolling along making small talk about the area and her upcoming big event when we came to a long steep upgrade that required me to shift down to 2nd gear. This may have been due to the fact that I was towing a trail with a race car and hauling all the spares plus 3 complete engines. After what seemed to take forever we crested the hill to a fantastic view of the Rocky Mountains. I really didn't have time to enjoy the view; I had other views to worry about. Smoke and fire were spewing out from under the hood. Just as I was starting to shift back into high gear at about 5500 rpm the engine came apart in a very big way. As I rolled to a stop with engine parts bouncing off the pavement and up against the bottom of my truck I remembered I had a pregnant young lady in the passenger's seat. This is the scenario I found myself in: pregnant young lady, riding with a complete stranger in a truck that's billowing smoke and fire from under the hood and to top it all off we are now in the middle of nowhere.

After calming my young passenger down and helping her out of the truck I start surveying damage. At is point Dick had stopped and was looking at me through the wheel well on the opposite side of the truck. He could do this because most of the lower end of the engine was gone. A quick look back at the road confirmed where it had disappeared to.

Here we are in the boon docks with an engine that you could look straight through and see the tire on the other side without any help for 50 miles. Lucky for us, a local guy stopped and offered the couple a ride into Shelby, and he would also call a garage he knew in Shelby to come tow me into town.

The next problem was we needed to get back to Long Beach in a hurry so we could make all the repairs to the Cam-Am cars for the Riverside Times Grand Prix which was two weeks away. This is where my luck started to change. It seems that your new found friend the tow truck driver was also the owner of the local garage and he just happened to have a 1967 Corvette that had

recently been in a crash and was sitting behind his shop. The Corvette driver had been killed in the crash and the car had been sitting there for about 4 months. He figured that if no one had claimed it by this time, he now owned it for towing and storage fees.

This solved the first problem, now all we needed was someone to take it out of the Corvette and install it in my truck. Luck steps in again as my truck was a special model equipped with a 327 high performance engine that could only be purchased in Canada. This engine used cylinder heads that all the hot rodders wanted at this time. When the young mechanic working at the garage saw these cylinder heads he was ready to make me a deal. He and some of his friends would stay and work all night if necessary to make the engine swap if I would give him the cylinders and intake manifold with the carburetor.

Another problem solved, I had no use for the parts. But we still had one more obstacle to overcome: paying for the engine. It was late in the day and everyone back at the main shop in Marblehead, MA, had gone home for the night. Where were we going to get \$400 to pay for the engine in the middle of the night? This was going to be a major problem. At this point we really needed to get back on the road as soon as the truck was ready.

This problem went away with our new friend the garage owner who said don't worry about it, just have the company send me a check when you get back to your shop.

At this point we headed across the street to an old hotel to check in for what we hoped would be a short night's rest. While standing at the hotel counter I walked a local, threw his saddle up on the counter and said "Ben, I need a room." We are really back in the old Wild West!

At 4am the next morning I got a knock on the door to my room and when I answered it good news was waiting. My truck was sitting outside the garage running and ready to go. My trip back to Long Beach was pretty much uneventful after that. What I didn't know was that my used Corvette engine had seen better days. Just outside of LA the oil pressure started dropping and the engine started losing power. Once back in Long Beach I disconnected the trailer and unloaded spare parts and engines and drove straight to the local Chevy dealer. By this time my good luck had taken a turn and the engine was in need of a complete rebuild.

The dealer said it would take about a week to get the job done and this wasn't a problem as we had two weeks before the next race. As it turned out we needed the full two weeks to get all the problems worked out of the rebuilt engine.

After the Riverside race we had another two weeks to get ready for the Star Dust Grand Prix in Las Vegas. Some of those two weeks were spent going back and forth to my trusty local Chevy dealer with more engine problems. We only needed one Cam-Am car for the Las Vegas race and it would be towed by the other team's pick-up.

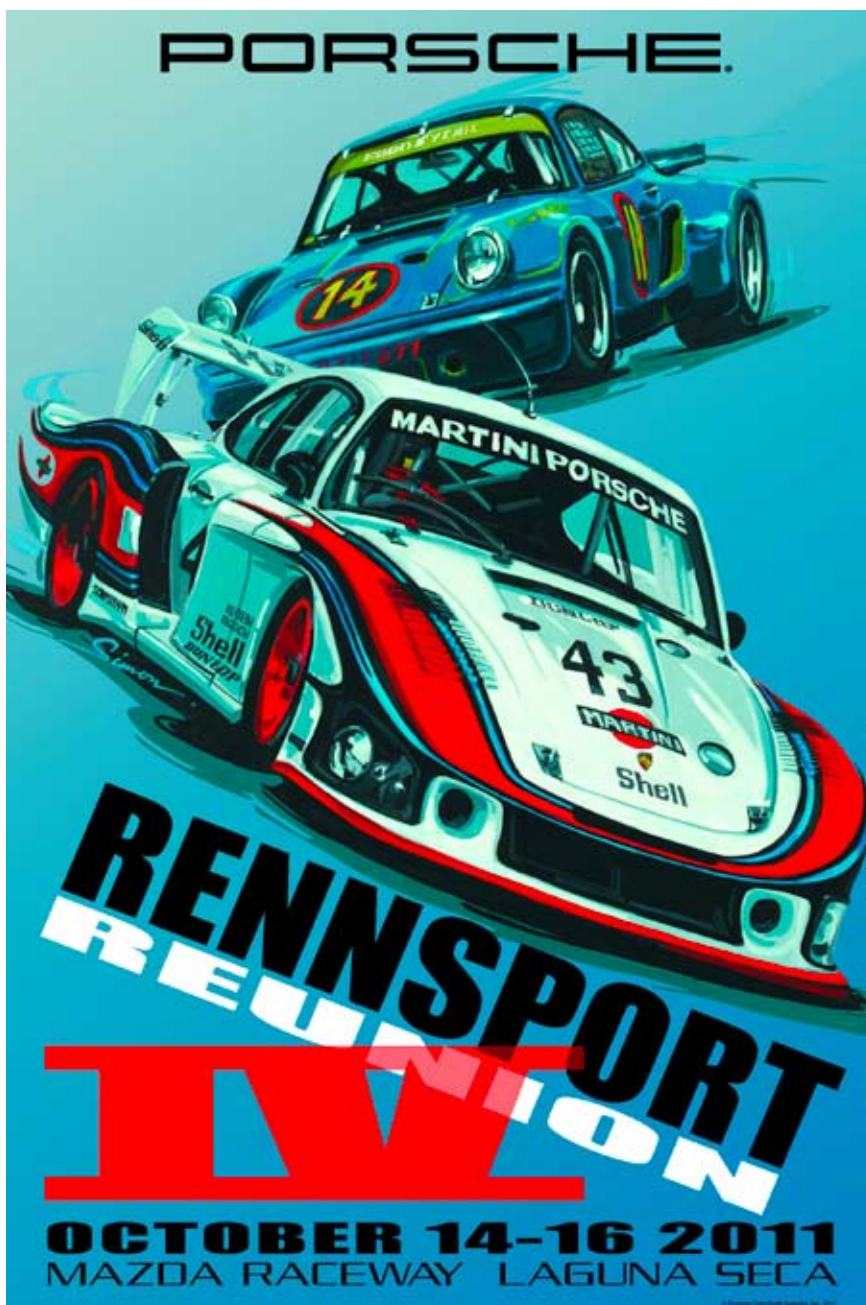
The Vegas race went pretty well with Sam finishing 5th. The only downside of the weekend was that two drivers, Lothar Motschenbacher and Jim Hall, were both seriously hurt in what was a spectacular crash. As a matter of fact if it wasn't for a magazine editor named Charlie Fox dragging Hall away from his burning car it might have been worst.

On my return trip to Long Beach my trusty engine blew a head gasket. By the time I got back to the shop on Long Beach I had made a couple dozen stops to add water and used 10 gallons just to keep the engine cool. When I stopped and turned the engine off the only way it would start was if the other truck gave me a push to start it. When I finally got back to Long Beach it was back to the Chevy dealer for more repairs.

Since Las Vegas was the last Cam-Am race of the season we only had to get back to Long Beach and get ready for the promotional race in Japan. After the last eight or nine weeks I was ready to

head home to Marblehead. On my trip back across the country I thought that STP had been one of our sponsors that year. This came to light about 1000 miles into my trip home when my engine started burning oil and losing oil pressure. Luckily STP had given me several cans of their product at each race. So every time the oil gauge would start to drop off I would add a couple of cans of STP. I traveled all the way across the country without shutting the engine off. If I did with all that thick STP in the crankcase the starter couldn't turn the engine over. If I had to make a stop I simply used my extra key to lock the doors. When I got back to the shop we unloaded the pick-up and it was retired.

This was a nine week trip that included four races and a total 11 trips to the local Long Beach Chevy dealer, but I made it home to get ready to do it all again.



Autocross 2

Photographs by David Churcher



Preparing for a day of work and a day of fun. Judy and Lisa setting up.



Mark Dudek leaves his BMW Z4 to take a turn at control.



Bob Canter and friend discuss the day ahead.



Mike Stukalin checks out tire pressure on his '95 993.



Jack is back! He has stories for us from his European trip. As soon as he is back from his Canadian trip he'll write them up.



*Someone famous once said:
A car is just a car. But a cigar is a smoke!*

Early morning line up of Porsches.



Interested spectators.



Akira and Sigrid show us some quick driving and are 1 and 2 in their respective classes.



The day's winners display smiles and trophies.

And ... apres ski.

Results for NCR Autocross #2—Saturday, June 4, 2011 are on the following page.

Novice Porsche (PAX Indexed Class)				AM	PM	Total	PAX
1	P6	Rick Novak	1986 911 Carrera	79.679	77.066	156.745	130.568
2	S2	John Clayton	1987 944	81.991	82.245	164.236	131.060
3	P6	Loralyn Batchelder	1991 964	82.256	79.316	161.572	134.589
4	P8	Jerry Kaiser	2002 996 Turbo	84.466	77.847	162.313	139.102
5	I5	Grant Wilson	2003 996 c4s	87.757	73.764	161.521	139.231
6	S2	Robert Clayton	1987 944	91.800	87.183	178.983	142.828
7	S3	Robert Liotine	1986 911	94.444	97.156	191.600	154.429
Strict Stock (PAX Indexed Class)				AM	PM	Total	PAX
1	S4	Mike Stukalin	1995 993	68.190	68.064	136.254	110.638
2	S4	Lev Tabenkin	1996 911	70.694	68.673	139.367	113.166
3	S7	Michael Bickford	2010 GT3	68.613	67.307	135.920	113.357
4	S4	Ernest Grasso	2001 Boxster S	71.158	68.770	139.928	113.621
5	S5	Apolinaras Sinkevicius	2007 Cayman S	73.036	69.731	142.767	116.212
6	S6	Ronald Orr	2005 997S	72.059	72.061	144.120	119.475
7	S7	Andrey Petrovsky	2007 997TT	75.151	72.962	148.113	123.526
8	S3	jack goudreau	1982 911sc	85.991	85.303	171.294	138.063
9	S4	Jack A. Saunders	1995 993	91.539	85.221	176.760	143.529
Production 2				AM	PM	Total	PAX
1		Joe Kraetsch	1988 924S	66.506	67.267	133.773	110.362
2		Lisa Roche	1988 924S	68.085	68.522	136.607	112.700
3		Bill Aubin	1984 944	76.652	70.829	147.481	121.671
Production 3				AM	PM	Total	PAX
1		Mark Schnoerr	1974 914	65.484	63.806	129.290	107.698
2		Sigrid Schnoerr	1974 914	65.488	65.639	131.127	109.228
Production 4				AM	PM	Total	PAX
1		Georges Rouhart	1993 968	68.628	66.150	134.778	112.270
Production 6				AM	PM	Total	PAX
1		Robert Canter	1984 Carrera	68.069	67.109	135.178	112.603
2		Chris Ryan	1984 911 Carrera	69.119	69.068	138.187	115.109
3		Chris Lovell	1986 911 Carrera	70.483	68.415	138.898	115.702
4		Dick Demaine	1988 911	70.036	70.031	140.067	116.675
5		George Skaubitis	1993 RS America	70.521	70.657	141.178	117.601
6		Jeff Johnson	1987 911 Carrera	70.510	71.488	141.998	118.284
7		Christine Skaubitis	1993 RS America	76.537	75.444	151.981	126.600
8		Nick Durham	1991 Carrera4 Cab	79.221	76.434	155.655	129.660
Production 7				AM	PM	Total	PAX
1		Oliver Lucier	1998 Boxster	63.065	63.908	126.973	106.530
2		Jeremy Mazzariello	2007 Cayman	64.279	63.816	128.095	107.471
Production 8				AM	PM	Total	PAX
1		Susan Kelley	2007 997 C2S	71.246	70.224	141.470	121.239
Improved				AM	PM	Total	PAX
1	I5	Stephen Lefebvre	2007 GT3 RS	62.810	62.384	125.194	107.917
2	I5	Greg Osche	2001 Boxster S	66.082	64.896	130.978	112.903
3	I5	Gerard Mauvis	2003 911C4S	66.830	66.613	133.443	115.027
4	I4	Tom Frisardi	1971 911T	69.131	69.752	138.883	119.161
Modified				AM	PM	Total	PAX
1	M4	Akira Mochimaru	2009 904 Replica	66.407	63.976	130.383	117.214

Editor

...continued from page 7

unhappy natives although with exception of the one town in Iran where kids were throwing rocks at participants, the folks (especially the children) who came out to watch the 100 vintage vehicles pass through were amicable and just thrilled to interact with the drivers. It seemed that the natives were informed beforehand of the Peking to Paris passing through and some even waited by the roadside to catch a glimpse.

Even with these kinds of challenges, Chuck said there was a diverse group of participants. Some, like Chuck and Lloyd, were first time Peking to Paris participants and rally novices. Others had driven in one or both of the previous events. Several were husband and wife teams (and one can only hope they remained so after the finish). Still others were professional rallyers, such as 78-year-old Gerry Crown who placed first overall in a 1964 Holden EH. And participants hailed from all over the world, with most calling the UK home. For many, this opportunity must have greatly outweighed any apprehension of breaking down in the desert or getting lost in a foreign country.

A major difference between the 1907 run and 2010 was the communication between participants and the rest of the world. During the first Peking to Paris participants each brought along a journalist and, following telegraph poles from China to France, they would stop each night in a town with a telegraph office to allow their roving reporter to send news of their progress. Thankfully in the 21st century participants had digital cameras and computers. They could snap shots and write blogs every day and upload them to the internet using a portable device. Chuck did just that (visit www.pressonregardless.net to view his blog) so folks back home could see spectacular and sometimes bizarre sites and read about what other participants were experiencing.

The online version is challenging to read so at the end of the presentation Chuck and Lloyd handed out CDs with the entire blog in chronological order including participants' results and a map and itinerary.

For those fortunate enough to live in an area where the rally would pass through they were treated to some magnificent vehicles. Participants drove a wide range of vehicles. The oldest car driven was a 1907 Itala, the very model driven to victory by Prince Borghese in the first rally. Although it spent a few miles of the rally atop a flatbed tow truck the Itala did complete the journey driving on its own power through the streets of Paris. Other vehicles included quite a few Rolls Royces and Bentleys, a Studebaker and some other American models, a couple of Volkswagens and a yellow 1964 Porsche 356C. There was even one motorcycle. Not all vehicles that started finished, a handful broke down so their drivers had to retire. One determined couple, after their car broke down, made some calls and resumed the rally in another vehicle!

And how did Chuck and Lloyd fair overall in their '49 Cadillac? Besides a minor mishap involving a couple of jay-walking sheep Chuck and Lloyd reported no major mechanical failures and came in 2nd in the Classic category and 6th in the rally overall. This is quite amazing considering the weight of the car and the novice drivers. But for the drivers it wasn't about placing, it was the experience of seeing countries they'd probably never visit otherwise and in that fashion, observing different cultures and how the people survive on a daily basis. In his epilogue at the end of the blog Lloyd admits that his mechanical inclinations caused him to see the whole rally as a testament to a machine's battle for survival against extreme conditions. He attributed the preparation and the car's original design coupled with some good luck made it possible for them to complete the rally successfully.



Before leaving, the folks at the office had this going away cake made for Chuck. Even the "sand" was edible. Note the Eiffel Tower and the Chinese take-out boxes. Photo by Chuck Schwager.



Photos above:

The rallyers experienced all weather. Stopping by Abant Lake in Turkey Chuck caught this breathtaking view of the snow covered mountains.

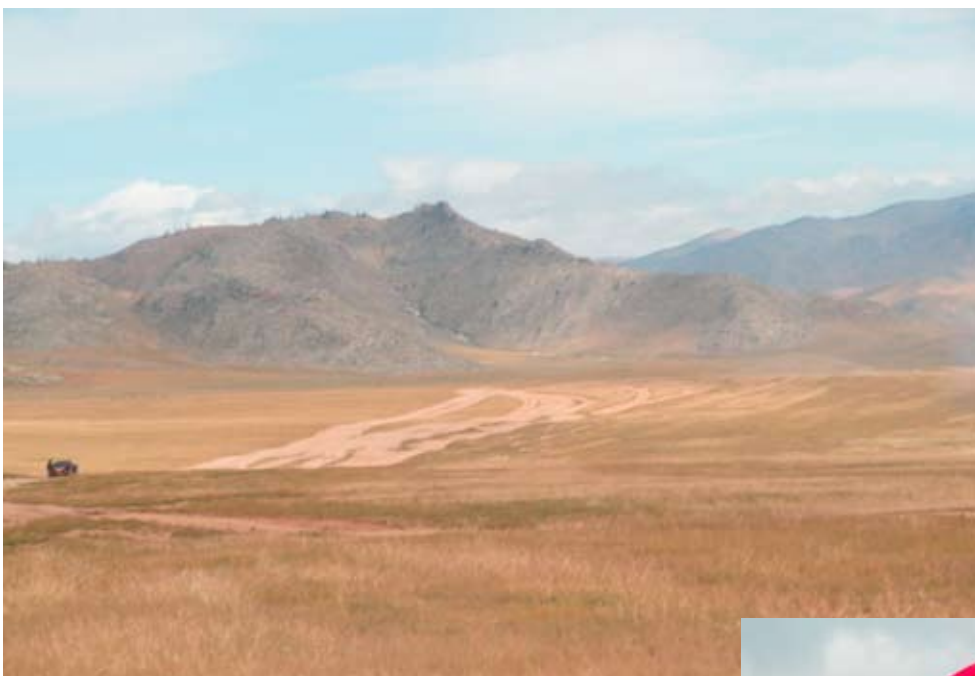
Here's some really pretty scenery: a Sunbeam, a 356 and an Aston Martin DB4 in procession ahead of Chuck and Lloyd.



No this was not taken during the 70's energy crisis. Knowing gas was difficult to come by in Uzbekistan the rallyers queued up at this gas station in Kazakhstan. Photos by Chuck Schwager.



Blue sky, beige hills and green vegetation pass by as rallyers drive through Uzbekistan. Photo by Chuck Schwager.



The black spec is one of the rally cars ahead, which gives scaling to this vast spanse of Gobi Desert. Photo by Chuck Schwager.

What emotions welled up in the hearts of those determined rallyers who spied this sign for the first time? In Paris, huge crowds awaited the arrival of the participants as well as a celebratory gala that evening.

Photos on page 25:

It wasn't all blue skies and sunshine. Sometimes it rained. Hard. I bet the couple in this Lagonda regretted choosing an open car for the rally! Photo by Chuck Schwager

After travelling across two continents in a little over a month, Cadillac #86 doesn't look to bad posing in front of the historic Longfellow Wayside Inn. Chuck and Lloyd even kept some of the accumulated dirt and grime for those of us to see. Photo by Tracey Levasseur











Nürburgring 24 Hour Race

33 Porsches tackle the long distance classic in the Eifel

Story and photographs from Presse Porsche

A strong contingent of Porsche teams takes up the 24 hour race on the Nürburgring. Like last year, Porsche AG as well as various customer teams field 33 vehicles featuring the characteristic six-cylinder boxer engine at the 39th running of the long distance classic in Germany's Eifel region on 25/26 June. Eight Porsche works drivers contest Germany's greatest motorsport event at which Porsche has celebrated four overall victories in the last five years.

After an impressive 24 hour debut last year where it held the lead for eight hours witnessed by over 200,000 ardent spectators and grabbed headlines worldwide, the Porsche 911 GT3 R Hybrid returns to the Nordschleife this year with the starting number 9. The vehicle, however, has been substantially reined in by the organisers. After the latest reclassification, the combustion engine now delivers only 448 hp. Calculated over one lap, the further-developed 911 GT3 R Hybrid (Version 2.0) now delivers a lower system output than last year's vehicle with a combustion engine.

"This further reduction in performance by the organisers is incomprehensible to us," says Porsche Head of Motorsport, Hartmut Kristen. "There are no data from the two test races as part of the 2011 Nürburgring Long Distance Championship that would provide the basis for such a grading. Our goal was and is to achieve similar lap times to other GT3 vehicles, but with better efficiency. We feel this goal is the right one long term and very much regret that some officials in motorsport can't or won't yet come on board with this approach."

Sharing the cockpit of the Porsche 911 GT3 R Hybrid 2.0 are Porsche factory pilots Joerg Bergmeister (Germany), Richard Lietz (Austria), Patrick Long (USA) and Marco Holzer (Germany), who were all deeply involved in the vehicle development. The efficiency of the innovative race car from Weissach was improved through targeted optimisation of the hybrid components. The general hybrid layout of the Version 2.0 was adopted from its predecessor. The output of both electric motors in the portal axle increased from 60 to 75 kilowatts each. They supplement the four-litre six-cylinder boxer engine which now only delivers 448 hp after the repeated power reduction. For seconds at a time, pilots now have about 200 hp more at their disposal, which is equivalent to ca. 32 hp of additional conventional power per Nordschleife lap. Depending on the programming, this electrical power is automatically activated through use of the throttle pedal. Moreover, hybrid pilots can manually call up this extra power, for instance when overtaking.

"We'll go all out to continue on from last year's strong performance with the 911 GT3 R Hybrid. It won't be easy against the strong opposition who have taken major steps forward, particularly since our car has been disproportionately handicapped," says Joerg Bergmeister. The Porsche works driver is looking forward to the Nordschleife: "It's one of the world's most beautiful race tracks. It's incredibly demanding but it's incredible fun as well. Every lap is a challenge."

This year, the winning Manthey Racing squad fields two Porsche 911 - a GT3 R and a GT3 RSR - sporting a prominent yellow-green design. Manning both vehicles is the winning Porsche works driver quartet, Timo Bernhard (Germany), Romain Dumas (France), Marc Lieb (Germany) as well as Manthey pilot Lucas Luhr (Switzerland), who have notched up over 50 major international titles between them.

Every year, Timo Bernhard is thrilled anew by the unique atmosphere of the non-stop motorsport party. "Driving on the Nordschleife is always an experience," says the Porsche works driver and Le Mans winner, who has contributed to all four Porsche overall victories here between 2006 and 2009. "Although you're constantly challenged as a driver and there is no chance to catch your breath over the long laps, you still don't want to climb out of the car."

Another Porsche factory pilot, Wolf Henzler (Germany), competes for the Falken Motorsport team. His teammates in the #44 Porsche 911 GT3 R are Martin Ragginger (Austria), Peter Dumbreck (Great Britain) and Sebastian Asch (Germany). Also hoping for a top result is the Haribo Manthey Racing (No. 8) line-up of Richard Westbrook (Great Britain), Christian Menzel (Germany), Mike Stursberg (Germany) and Hans Guido Riegel (Germany). With the all-German crew of Georg Weiss, Oliver Kainz, Michael Jacobs and Jochen Krumbach, the Wochenspiegel Team Manthey has proven Nordschleife specialists at the wheel of the #26 Porsche 911 GT3 RSR. Manthey Racing's Porsche 911 GT3 R (No. 10) is manned by another strong squad with Marc Gindorf (Monaco), Wolfgang Kohler (Germany) and Peter Scharmach (New Zealand).

The 39th edition of the Nürburgring 24 hour race starts [started] on Saturday 25 June at 16.00 hours.

Photos on page 28: The Nurburgring 24 Hous Race; Porsche 911 GT3 RSR, Manthey Racing Marc Lieb, Timo Bernhard, Roman Dumas, Lucas Luhr. Centerfold: The Porsche 911 GT3 RHybrid flying through "The Green Hell".

A Tale Of Two Owners ... Really?

Story by Ron Hirschberg



"Hey, is that the Hendrickson's car?" For the last seventeen years, a Talbot Yellow 1979 911 SC Targa has resided in my garage. Now logic might dictate that a 32-year-old, 120,000 plus mile Porsche that has lived with me for seventeen years might now be considered mine. Alas that is not quite the case.

Growing up in southern Ohio with an auto salvage yard as the family business, it was "all cars all the time." From the time I was ten, tinkering with motors, mopeds, go karts and the like was just part of life. In high school I was the go to guy if my friends needed anything from radios (remember when that was an option) to brake drums, and anything else one needed to keep that all important vehicle on the road. But while they were lusting over Pontiac GTO's, Plymouth Road Runners and Chevelle SS's my interests ran in a bit of a different direction. Of course any young person in the 60's was mesmerized with horsepower and speed (still am) but for me, small displacement, lightweight agile vehicles, with that European feel was something other worldly. And of course the fact that dad was an "always buy American" kind of guy, I became interested in anything with wheels not built in this country. As I entered adulthood (chronologically not behaviorally speaking) I acted on my teenage fantasies.

Starting my midlife crisis at 28 years of age (as soon as I graduated veterinary college) my garage became my haven. A steady stream of English Roadsters (MG's, Triumphs, Lotuses and E-Type Jags) were seen periodically in the driveway. What fun it was. But the straw that broke the back of my English period was a 1967 red E-Type roadster that I restored from the ground up. Ahh...it was a thing of beauty. We were regular visitors to car shows, cruises and concours events. The trophies were abundant and the attention inebriating. That is until I realized that I wasn't really driving it. This elegant and well engineered marvel had become more of a museum piece than something to be driven and enjoyed. The day my significant other pointed out that I spent way more time cleaning the wire wheels than driving, the die was cast. Time to leave the Lucas electronics behind (yes I know all the jokes) and move forward. But what would be next? Fifteen years of SU carbs, flickering bulbs and rusting frames had left me addicted. How could I change my ways. An epiphany...Porsche. I wanted a vehicle that was high performance, practical, well engineered and elegant in its simplicity

After doing a bit of research it became clear that an SC was to be my first induction into the Porsche mystique. A thorough and repeated perusing of *Hemming's Motor News* eventually led me

to All German Motor Werks in New Hampshire. According to them they had what was probably the "best SC Targa in the country" but only one problem. "The color is a bit odd," they said. "Kind of beige with a brown interior." Well for me that description was nearly a conversation stopper but I figured I would ask for photos anyway. When they came, boy, was I surprised. Even my significant other, who is color blind, could see the appeal in this "beige" car. The rest is history.

The drive to New Hampshire was somewhat superfluous. It was love at first sight. When I laid eyes on this Porsche that appeared so well cared for that even the fender lips and wheel wells were clean, it was a done deal. And of course "the car has never been tracked"....yeah, right. The only thing that Doug asked was that I join PCA.

Several years passed and I enjoyed the car as often as I could. Periodically I would go to shows or cruises (no more concours events) and rarely would I leave before someone would ask "Hey, is that the Hendrickson's car?" I had my standard explanation but at times it was just easier to respond "Yeah, they let me borrow it."

Four years ago I decided to see if I could locate Judy and let her know I was still enjoying the 911. Thanks to the internet it was an easy task. She said that periodic reports surfaced that the Talbot Yellow Targa was still around and looking fit. Judy suggested I "come play at the track." Having had an earlier not so great track experience with a different club, it took some time before renewing my PCA membership as an NCR member and signing on for a DE day.

My first day at the track with the NCR was a memorable one. When I arrived the reception was that of a homecoming. No question here whose car I was driving. Over these last few years I have enjoyed the track days immensely. The camaraderie has been an integral part of the track experience. I run with several clubs since weekdays are most convenient for me but the NCR events are always my favorite. And since everyone at NCR events knows whose car this really is I don't have to field the question and fabricate an answer too often.

Then last week, at an event it was different. A gentleman approached me and said "Didn't I see this car at a time trial with COM last week?" I said that in fact he had to which he responded that he was quite sure since there weren't too many Talbot Yellow SC Targas around. We exchanged pleasantries, talked track and generally enjoyed the afternoon. After my final session, reorganization of gear and packing up I walked to his bay to bid farewell. We exchanged emails, discussed plans and as I was about to depart the inevitable happened. As I was climbing into the driver seat the question came: "How long have you had the car?" I responded, "Seventeen years...bought it from the original owner." And then THE QUESTION "Did that car used to belong to the Hendricksons?" The only response I could think of was "It still kind of does."

See you at Lime Rock.

BTW:

On Saturday August 6, plan on joining us for a low-key ramble on some great roads with excellent scenery along the coast. The Coastal Ramble will start at Porsche of Stratham and will travel through Newcastle with lunch at a small cafe on the water. We may incorporate a few stops, so wear comfortable footwear. For novice rallyists, this will serve as an excellent introduction to rambles and rallies and should help prepare the "newbies" for our October 2 Gimmick Rally. For experienced rallyists, this should be a leisurely "drive in the park", where we can enjoy our Porsches and the camaraderie of fellow porschephiles.

We are presently working on one of our "stops". As soon as we have confirmed this component, we will be able to give a specific start time from Porsche of Stratham and the cost of the ramble.

Please save the date and check the website: www.ncr-pca.org for future information.



I SCREAM, ICE CREAM

Photographs by Matt Romanowski

Story by Rich & Marilyn Willey



Neither rain, nor wind, nor hail, nor lightning shall keep us from an ice cream run! But wow, this was really a close call. Marilyn and I were to start our leg of the run at 6:15pm in Londonderry about 35 minutes from our house, and 10 minutes before we were to leave the skies opened up, the wind blew at 50mph and there was debris from trees flying everywhere. But the storm passed quickly and we were on our way despite the lingering rain and lightning.

Arriving at 6:10 we circled the parking lot and adjacent mall areas to find no other Porsche in sight. Bummer, but understandable given the conditions. On to the next stop, again with the same result, so we pressed on toward Hayward's with skies brightening, and the wind and rain dissipating. On lower Main St in Nashua an unmistakable set of headlights appeared in my rear view mirror. Relief! At least one other brave NCRer was on their way to Hayward's with us.

We arrived to find "Welcome Porsche Club" on the Hayward's sign, but no other Porsches in the lot. But by happenstance we parked next to Deb Steward who was waiting for her husband Phil to arrive in their Boxster. And who was behind us on Main St but Mike and Biff Gratton and their grandson Mason who checked out every Porsche as it arrived.

Soon Phil arrived and then Jay Bertelli in a gorgeous 997 Turbo Cab, blue with red accents. Then Judy in Jellybean and Lisa, all the way from MA, arrived. Then from their starting point in Bedford, Jay and Jamie and Matt and Xana, pulled in with new members Audi and Carrie Pauliokonis with their dog. The

Pauliokonises drove all the way from New Hampton. Let the party begin...

In all 19 people showed up, despite the 20 degree temperature drop after the storm. As ice cream was ordered, folks gathered to discuss their cars, future events, and the things people naturally gravitate to for casual conversation. I couldn't help notice that many non-NCRers enjoyed looking over our line-up of Porsches as they meandered amongst the cars. As 8:30 approached we started to go our separate ways, anticipating the next time we would see each other. Hope to see you all at our future social events.





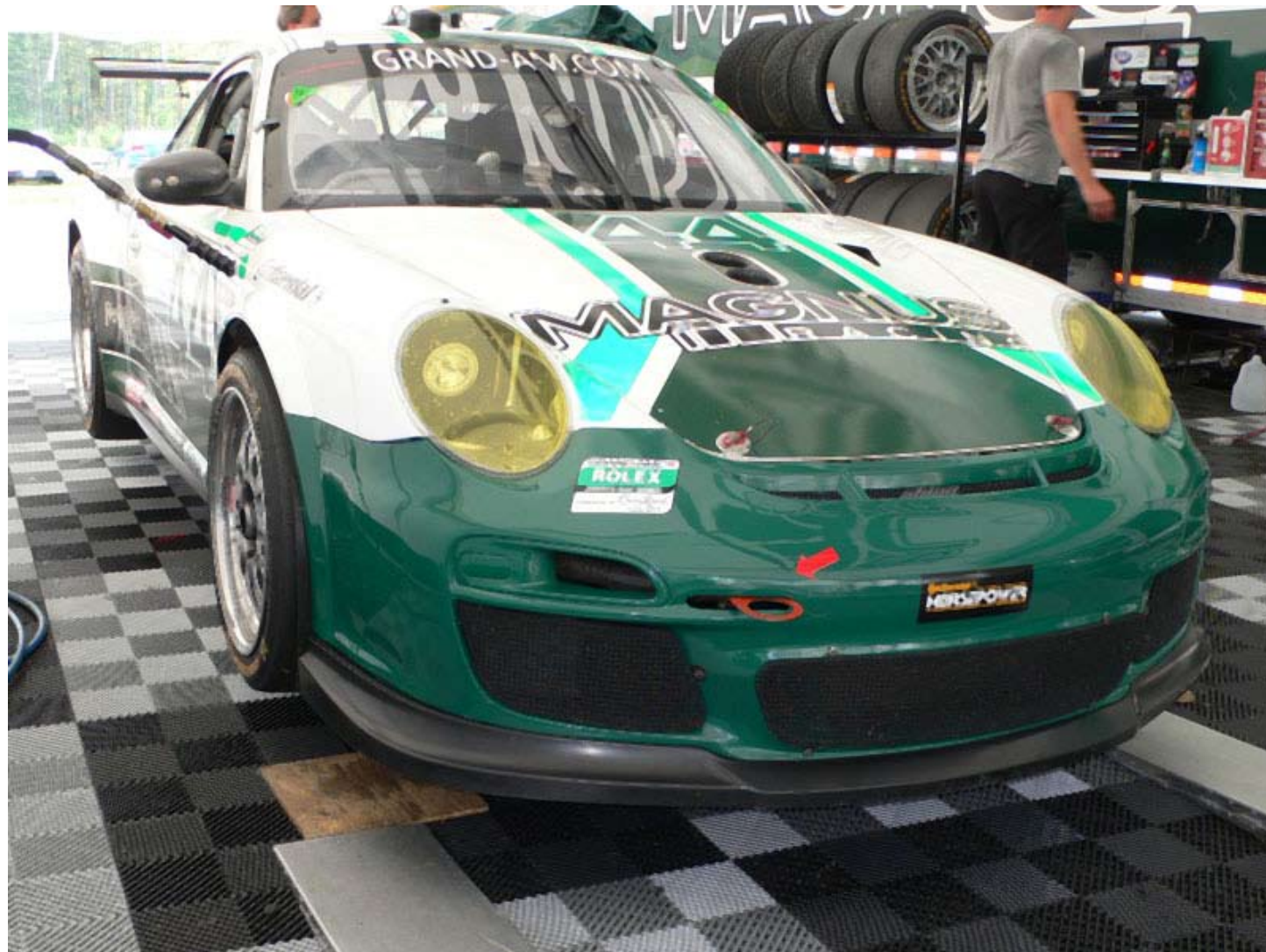
The big thunderstorm passed by Nashua in time for the group to gather and cruise to Hayward's. Those of us at the Seacoast were deluged and couldn't make it.

The following Friday Janet and David headed out to enjoy ice cream in Maine ... Hank and Ivy had a committment and could not join in.



Return To Lime Rock

Story and Photographs by Rich Willey



A RETURN TO LIME ROCK PARK - 2 TALES

Tale 1:

I grew up in western Massachusetts and Marilyn and I visited Lime Rock Park (LRP) several times to see various SCCA events (a friend had an old Triumph Spitfire which he campaigned under the banner of "Parsimonious Racing", one of my all-time favorite race team names.) but the last time we were there was 2001 for Rennsport. While great fun to see the vintage Porsche race cars and well-known drivers up close, and watch the "staged" historic events, it wasn't the same as seeing a real race. So when the Rolex series came to LRP on Memorial Day weekend, Marilyn and I decided to go.

We skipped Saturday's events and since Connecticut laws won't allow any race car to start much less race on Sunday, we decided to take a leisurely ride west Sunday morning. My ulterior motive was to also check out possible routes for our Fall Getaway Weekend so we headed out on Route 2 and wandered through northwest MA and southwest VT.

After spending Sunday night with relatives, we were up early Monday to find it had rained heavily all night and was still gray,

gloomy and raining at 7am. Marilyn bailed on the races, but I headed south for the one and a half hour drive to LRP in steady rain and overcast skies. But hey, it never rains on a race course, right? And by the time I got to LRP the sun was peeking through the clouds. But was it ever steamy. Standing water everywhere was evaporating and the humidity was 200%.

As I mentioned above, CT does not allow racing on Sundays, so the Daytona Prototype (DP) cars and the GT cars had to practice, qualify and race on Monday. The DP cars were practicing as I arrived and the roar of V8 Fords, Chevys, BMWs and yes Porsches beckoned. Soon it was time for the GT cars to qualify. A mix of two Porsche GT3 Cup cars, 5 or 6 Mazda 3 rotor Winkles, a couple of Camaros, a BMW and a Corvette. Talk about a cacophony of sound. You'd swear the Winkles were turbo charged while the Chevy V8s just roared. Perhaps the funniest sight of the whole qualifying was a group of Canadian geese in a puddle inside turn 3, about 15 feet from the track, totally oblivious to the noise and commotion as they fed on the grass and splashed in the water.

After qualifying, I wandered the paddock (the ladies were 5 deep around the Mazda team of Dempsey Racing trying to



Photo on page 34: a 911 Cup Car.

Photo at left: a Cayman with a little damage.

Photos by Rich Willey.

get a glimpse of Patrick Dempsey) and checked out the infield concessions. Someone from Skip Barber Racing School put the full court press on me to sign up for a one day driving school, with his sales pitch being that I could drive their Cayman at 135mph down the main straight (I didn't have the heart to tell him that was no big deal as we can do that in DE at 1/10th the price, with better instruction, right Steve?).

The field was finally set with 13 GT cars and 10 DPs. It is almost inevitable with that mix, the tight first turn and the immediate left right complex following, that there would be some bumping and shoving on lap one. And there was! A couple of GT cars spun off with a Mazda ending up in a newly formed wetland, requiring a caution and safety vehicles to pull it free. But believe it or not there was not a single yellow for the rest of the race. Attrition took its toll, and there were only two DP cars on the same lap at the end, with the SunTrust Chevy Dallara of Wayne Taylor Racing winning by about half a lap from the Ford Riley of Michael Shank Racing. The two Porsche Rileys of Action Express Racing (ex Brumos cars) came in a disappointing 5th and 6th.

In GT the winner was the Stevens Motorsports Camaro, followed by another Camaro and in third the Brumos Porsche GT3 Cup car (which by the way won the GT class at the 6 hrs. at Watkins Glen the following weekend).

By 6pm the trophies were presented, the champagne consumed/sprayed and we were all headed home after a long but wonderful day in the sun at LRP.

Tale 2:

My second motive for going to LRP was to visit with a dear friend who is the data engineer on John Potter's Magnus Racing Team, one of two Porsche GT3 Cup cars in the event and a privateer. Magnus actually had 2 cars at LRP. They entered a Cayman in the Continental Tire Sports Car Challenge (CTSCC) on Saturday as well as the Cup car in the GT class on Monday. So I was anxious to find him and see how the team did on Saturday.

When I tracked him down and asked about the CTSCC results, his response was "oh you mean the 46 seconds at LRP?" Let's just say this was not their race. Magnus had hired Leh Keen (GT driver for Brumos) and Bill Sweedler (American LeMans Porsche driver) to drive the Cayman so their GT drivers did not have to

do double duty. Bill started the race due to his experience at LRP and on the first lap someone spun and collected the #44 Magnus Cayman. Result was a smashed front end, damaged radiators and caved in passenger side. Not a pretty site. **(See Picture)**. Official stats were 1 lap completed, lap time 3:17 and average speed 27pmh. Ouch...

Hoping for a better result in GT, Magnus struggled in qualifying. Having to practice, qualify and race on Monday, there was not much prep time, and it seemed to my novice eye that the GT car just wasn't getting through the corner's very smoothly. To make matters worse, the Porsche Cup cars have to race against full race (i.e. Pratt and Miller tube chassis) Mazda, Camaro and Corvettes with full race V8s or 3 rotor Winkles that do not exist anywhere but in racing. Cup cars can't run the same lines through the corners either as the suspension on the Cup car is lower than on the tube frame cars and can bottom on some of the curbing. And any "off" in the Porsche can be a challenge to fix, whereas the tube frame cars are more resilient often resulting in just some quick sheet metal fix to get back in the race. So to state that the Cup cars are a bit handicapped in Grand Am is an understatement.

So out of 23 starters, 13 in GT, the Magnus #44 GT3 started 22nd. On the first lap there was some extracurricular activity by some DP cars up front, resulting in the whole field bunching out of turn 1. Bingo, the 23rd starting Mazda rear-ends the Magnus Porsche and cuts down a rear tire. Limping back to the pits under yellow, the wheel is changed and they are back in the race but almost 2 laps down. No problem! At the next yellow, they can move up, and challenge for positions. Except there were no more cautions, none, zilch, zip for the whole race. But #44 stayed out of trouble for 165 laps and finished 16th overall and 9th in GT, ahead of 4 Mazdas, and 3 DP cars. **(See Picture)** (On a happier note, after thrashing the Cup car for 3 days, Magnus finished 11th overall, 5th in GT at the 6 hrs. at the Glen the following weekend. By thrashing I mean they have to pull and replace the fenders, suspension, motor, tranny and seat to convert a 2hr race car to a 6hr endurance car).

So in two races, Magnus's day was for all intents, done on lap one of each race. So you want to go racing as a privateer in the Rolex Grand Am series? Go for it....

The world's most successful Porsche Cup driver in VIP car at Porsche Carrera World Cup, Craig Baird – the man of 109 victories

Story and Photographs by Presse Porsche



A great honour for Craig Baird: Porsche AG has invited the world's most successful Porsche Cup pilot to contest the Porsche Carrera World Cup on 25 June on the Nürburgring-Nordschleife at the wheel of the VIP car with starting number 200. Over the course of his career, the 40-year-old New Zealander has already notched up 109 victories in Porsche one-make race series. With the Porsche 911 GT3 Cup, built by Porsche Motorsport in Weissach, Baird takes up the greatest Porsche race in history against more than 100 competitors from 25 nations.

"With his skill and experience, he is the ideal person to drive our VIP car," says Uwe Brettel, Head of Motorsport Sales at Porsche AG. "More than any other driver, he embodies the customer sports philosophy of Porsche."

Craig Baird, who lives with his wife and two children on the Gold Coast of Australia, has clinched the Porsche Carrera Cup Australia title twice and the GT3 Cup Challenge New Zealand six times since 2004. At the Dubai 24 Hours of 2008 he won with a Porsche 911 GT3 RSR. Baird knows the Nürburgring-Nordschleife from contesting the 24 hour race there in 2006 and 2007. On his list of successes are 23 national championship titles. For his services to motorsport, he was awarded the "New Zealand Order of Merit" in 2010.

"It's a huge honour for me to be given the chance to contest this race against the world's best Porsche Cup pilots at the wheel of a Porsche AG VIP-911," says Craig Baird. "To bring the Porsche Carrera World Cup to the Nordschleife is a fantastic idea and will most certainly be an unforgettable experience for drivers and fans."

His #200 Porsche 911 GT3 Cup will also leave a lasting impression on spectators at the 'Ring. The winning racer not only impresses with his 450 hp engine output, but is also a feast for the eyes. Its design is an artistic interpretation of the Nürburgring-Nordschleife as the 'green hell' with licking flames as well as a stylised world map signalling the 25 nations from which the international grid comes to contest the greatest Porsche race on earth.

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For information, contact: Jennifer Webb, jenniferbischhoff@hotmail.com, (514) 235-0157

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards. Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of IMSA and ALMS.

NCR Fall Get-A-Way Weekend

October 21-23, 2011 (Save the dates!)

Inn at Stratton Mountain, Bondville, VT (www.stratton.com)

Optional 1 or 2 night stay (Saturday night, with Friday night optional).

Choice of room types along with Saturday dinner and Sunday breakfast.

Scenic tour routes to the resort and around the area are in the planning stages.

Check the Social Events section of the NCR website and future *Northlanders* for further details as they develop, but mark your calendars now for a great weekend away.

Questions: Richard Willey, NCR Social Chair, (C) 603-978-3187, social@ncr-pca.org





1st Annual Porsche of Stratham and NCR Car Show/Concours

What is it you ask? NCR has joined forces with Porsche of Stratham and have come up with a great fun day for everyone in the family to come out and enjoy both NCR Member cars, Porsche of Stratham customer cars and everything else you could possibly think of!! Including a Ferrari Enzo, Porsche RS, Indian Motorcycles AND MUCH MORE! Lunch will be fully catered and provided by Kathys Kitchen out of Barrington NH!

What if my car is not "Car Show Ready"? It's okay! A lot of them are daily drivers just wash and vacuum!

Will they be judged? Yes, by your peers! We will have unanimous judging by all participants. There will be a ballot box given to each car! Prizes will be given to winners!

When is it? July 17th from 11-3:30 at Porsche of Stratham 58 Portsmouth Ave Stratham NH 03885 following the event there will be an "Ice Cream Run" to Lagos in Portsmouth NH!

What does it cost? That's the best part! It's FREE!! Thanks Porsche of Stratham and Kathys Kitchen!

How do I register? You can do any of the following, please pre register with JJ Dunkle by filling out the form below or email concours@ncr-pca.org OR just call JJ 603-842-0652!

Name: _____ E-Mail: _____

Address: _____

Tel # : _____

Car Yr. _____ Model: _____ Color: _____

Please mail this form filled out to:

JJ Dunkle

4 Woodland Green

Rochester NH 03868

BTW:

Berthold is back in the USA for a visit. Sunday June 26 Judy hosted a BBQ and croquet game at her house. The NCR people relaxed and enjoyed the day photos here by David Churcher indicate a good time was had by all.



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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 or call 978-95-8517 before 8PM. Registration is quick and easy at www.clubregistration.net.

BTW:

July 21 - 24, Pittsburgh Vintage Grand Prix, Porsche is this year's marque. Allegheny Region is hosting something special for 356's and it is their 50th Anniversary. See links for further details.

<http://arpca.com/2011/06/356-mini-holiday-at-pvgp/>

<http://www.pvgrp.org/674610123153428980/blank/browse.asp?A=383&BMDRN=2000&BCOB=0&C=53547>

<http://porsche356registry.org/356talk/3/26296.html>



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...continued from page 46 ...

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\$29,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com

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SALE:* 1997 Porsche 993 twin turbo.. About last car made in series, 40 K miles, 4WD, 6-speed manual, and fast: 0 to 30 and to 60 mph in 1.3 and 3.7 sec (standard for this car). Guards red, cashmere tan leather factory sport seats, deviating black interior, aluminum dials. One owner, always garaged, driven street and autocross. EPE did maintenance and modifications (Porsche Motorsports drive train parts and complete suspension, but engine stock). Car handles very neutral much better than stock and drives smoothly on street. Included, are extra set of Fiske race wheels and autocross Hoosier A6 tires (nearly new). \$50,000 For details contact Charles Stromeyer, (978) 369-3575, Concord MA, cstromeyer@comcast.net

SALE:* California car cover for a 968 . Light grey, plushweave. New \$220. Excellent condition. \$85.00 Joan 508-596-6347. Thekedygroupjmk@msn.com



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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: * 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

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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

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

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

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

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)

SALE:* 1973 Porsche 914. 1.7 liter. White w/ black interior. One owner since 1977. 135K miles. All maintenance records. Mostly stock and nice condition for its age. \$5900. Photos available.

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BTW

Summer is here!

You would never know it as I write this note on June 25.

Regardless of the weather ALMS is on at LRP and Mosport.

Rennsport Reunion IV is in October.

We have our tickets. Will we see you there?

David & Helmi Churcher.

NEXT MONTH

NORTHLANDER MONTHLY ADVERTISING RATES

Inside cover	\$87
Back cover	\$96
Full page	\$79
Half page	\$56
Quarter page	\$40
Eighth page	\$25
Business card	\$8

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

Lime Rock and Mosport ALMS.

Jack Saunders will be back from travels to Canada and will have his story for us.

Impromptu dinner.

A track car project story.

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NORTHLANDER

Volume 34 Number 7

July 2011

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