

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 35 Number 6

June 2012



## IN THIS ISSUE:

Spring Rally

ALMS Long Beach

Spyders and Cobras

Singer Vehicle Design Visit

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## Statement of Policy

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# NORTHLANDER

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**Volume 35      Number 6**

**PORSCHE CLUB OF AMERICA**  
**June 2012**

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## On the cover

Between bouts of not so good weather we had a blue sky, windy and cool, nice day for the NCR Spring Rally. Brothers Bob and Steve Kawonczyk and their 911 Targa are our cover picture for June ... the photograph is at the start line. Just to the right, but not in the photograph, is the man with the Dr. Seuss hat. You can see more of him in this issue.

Photograph by David Churcher



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## BOARD

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## CALENDAR

**1 2 3 9 10 12 15 16 17 26 28**

### June & July 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
June 1-3	Zone 1 Clash at the Glen Club Race	Watkins Glen, NY	Friday-Sunday	Aaron Ambrosino zone1clashregistrar@gmail.com
June 2	NCR Autocross #2	Moore Airfield, Devens, MA	Saturday 7AM	Joe Kraetsch autocross@ncr-pca.org
June 9	NCR Make-A-Wish Day/ Charity Laps at NHMS	NHMS, Loudon, NH	10am-2pm	Ivy Leonard Ivy@consumerprofilesinc.com
June 9-10	NCR DE	NHMS, Loudon, NH	Saturday-Sunday	Mark Watson de@ncr-pca.org
June 12	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org ncrnorthlander@ncr-pca.org
June 15	Deadline for July Northlander			
June 15-17	Zone 1 24 Hours at Watkins Glen	Watkins Glen, NY	Friday-Sunday	Lou Dauerer Zone148Hoursreg@gmail.com
June 26	Jay & Matt's Spontaneous Dinner	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
June 28 (rain date June 29)	Ice Cream Run	Sullivan Farms Tyngsboro, MA	Thursday 6:30PM	Rich Willey social@ncr-pca.org
July 6-8	NER DE Calabogie	Calabogie, Canada	Friday-Sunday	stanley_corbett@msn.com www.clubregistration.net
July 8-14	Porsche Parade	Salt Lake City, UT	Sunday-Saturday	http://parade2012.pca.org/registration.html
July 10	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
July 10-12	NER DE Mt Tremblant	Mt Tremblant, Quebec, Canada	Tuesday-Thursday	stanley_corbett@msn.com www.clubregistration.net ncrnorthlander@ncr-pca.org
July 15	Deadline for Aug Northlander			
July 21	NCR Autocross #3	Moore Airfield, Devens, MA	Saturday 7AM	Joe Kraetsch autocross@ncr-pca.org
July 22	Make-A-Wish Car Show	Porsche of Stratham, 58 Portsmouth Avenue Stratham, NH 03885	Sunday	Michael Lucci concours@ncr-pca.org
July 22	Ice Cream Run (after car show)	Lago's Ice Cream, Rt. 1, Rye, NH	3PM	Rich Willey social@ncr-pca.org
July 24	Jay & Matt's Spontaneous Dinner	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org

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 Rolling Chicane**

While heading into Turn 3, another car decided to use our bumper as a method for slowing down ...

Like a bad rash, Team Preparation H Racing returned this past May to NHMS to compete in the 24 Hours of Lemons. For those of you who do not know what this race is, it is a race that takes place over two days. The car you use must not be valued over \$500, the car must be gutted of the interior, have a roll cage installed with a racing seat and harnesses. Safety items such as tires (no R-compound), brakes, seat, belts, etc. are free. Performance modifications such as suspension, sway bars, larger calipers, etc. count against you as penalties and put you laps off the pace before the race even starts.

Last year the Hemorrhoid Mobile performed flawlessly, and its only flaws were the drivers behind the wheel as we kept finding our way into the penalty box which cost us laps and quickly put us out of contention. 2012 saw five of North Country Region's finest return for round 2 with the determination to finish in the money. Driving our '97 VW GTI was Judy "The Red Mist" Hendrickson, Mike "Rust-Oleum" Wooding, Mark "The Wrench" Nadler, Matt "I Wrenched My Back" Romanowski and of Yours Truly..... Jay "The Presidential Wheel-Man" Gratton.

NCR's Bob Pickul welded a gorgeous cage in our GTI two winters ago and it again received praise from the Lemon's inspectors, Bob is a true artist with a welder. It is almost an insult (no, it is an insult) to him, but Mark Nadler was not only a driver for us, but he prepped the car down at his shop, Exotech, with Mike Wooding and The New Guy. The guys at Exotech did another incredible job as the 150,000 miles GTI never broke, leaked or burned a drop of oil or coolant. Another modification this year was the 8 coats of yellow Rust-Oleum Mike put on the car to make it stand out and look like a true Preparation H box.

At this point our team was as ready as it was ever going to be. Friday was a test day at the track, but having a 15 year old car with 150,000 miles we decided not to push our luck. Saturday morning saw Matt land on the Disabled List with a severe back strain, so we were down to 4 drivers, hoping Romanowski could limber up for Sunday. Mark Nadler took the car out for its first hour session to make sure everything was in order and shake the GTI down. Anyone looking for a lesson on driving smooth, talk to Professor Nadler because he took the 77 other drivers on the track to school. With the first hour behind us, Judy took the car out and did a wonderful job keeping us on pace and

in contention as did Mike Wooding following Judy's impressive leg. When I took over for the 4<sup>th</sup> leg Team PH was in 10<sup>th</sup> place and after my run we were in an impressive 7<sup>th</sup> overall and 2<sup>nd</sup> in our class. Impressive for a team that was in a low horsepower car running with a lot of cars carrying 50+ more ponies than the GTI.

The rest of day one went well and we remained in striking distance of our goal. Our plan was to stay in the top ten for Saturday and then hang in on Sunday when cars in front of us started breaking or misbehaving and landing in the penalty box. Unfortunately, Lady Luck had other ideas for our team. Lemons has a clear rule that if you are involved in an incident both parties are penalized. While heading into Turn 3, another car decided to use our bumper as a method for slowing down instead of their brakes. Mike Wooding did some impressive wheeling to try and save it, but he was driven into the tire wall and while our car received a good thumping, she was still drivable. However, the Lemons crew parked us for the last two hours of the day which put us out of contention. While it wasn't our fault, the rule is clear and our day was over.

Sunday saw us start in 27<sup>th</sup> place, but on the positive side Matt was taken off the DL and was cleared for driving duties. Day two saw our team drive the tires off the car and we fought our way back to finish in 17<sup>th</sup> place. Having Matt back behind the wheel helped us a lot as he was able to put down some impressive times. Of course we played the "what-if game" and figured if we had remained on track on Saturday and continued our pace we would have finished 3<sup>rd</sup> overall and 1<sup>st</sup> in our class. Not bad, but this fall when the 24 Hours of Lemons returns we will have to back it up. The car is enjoying some R&R in Judy's garage for the summer before heading down to Exotech to receive some new tires, brakes and a clutch this summer in preparation for this October's event.

Please make it a point to get out to an NCR event this summer. We have so much on tap for our members and it is always a pleasure to meet new folks and to introduce them to our more active members. Come out and see why North Country Region is considered the friendliest region in PCA and as always drive safely!





## David Churcher

So the May issue was also a bit of a squeeze. But with colleagues like Tracey and Ivy a squeeze is not a problem ...

It has been a busy but fun filled few weeks since I last sat down to write this column. We had the April issue to get out in a limited time frame and then came my trip to California to see the ALMS race at Long Beach, the car show at Orange, and the visit to Singer Vehicle Design to see the construction of the carbon fiber Porsche 911. So the May issue was also a bit of a squeeze. But with colleagues like Tracey and Ivy a squeeze is not a problem. And just for desert I have just edited the NCR Spring Rally photographs. Life is good. All these events deserve some comment here in the editorial.

Getting the April issue out was fun and stress. Team Northlander had a hard time disguising their enthusiasm for the new package. When we had that first copy in our hands our faces lit up. Bragging here? No ... sharing the pleasure. It would seem the pleasure has been shared ... the feedback from across the USA, Canada, and Australia indicates we have a popular magazine and it draws favorable attention to NCR. We have had only two less than pleased persons.

California dreaming ... I dreamed I would see a great race at Long Beach and be in sunshine. Bleh. The race at Long Beach is a poor shadow of the previous races I attended there. The safety committee has excelled in placing layers of wire fence everywhere. Most of the audience is not a race fan ... they are there to party on. And sunshine? I think NH had more than San Diego and LA for that week. But the next two events made up for it all and to make it all totally worthwhile I had two weekends with my daughter Helmi who now is a California girl and drives a sweet Mitsubishi Eclipse. And, I must mention, San Diego's Balboa Park has wonderful art galleries.

My friend Ray lived in Orange until he recently moved to San Diego and during visits there we have attended the Orange hot rod show. Downtown Orange is preserved to look and feel just like it did in the 1950s. The hot rod show fills several streets with hot rods, low riders, Corvettes from three or four decades, and a large European sports car gathering. It all looks and feels so perfect. Part of our ritual on the show day is to do brunch at Watson's Diner, a period correct diner, and we feel we are back in those golden days.

Over the years, many years I guess I have to say now, I have had the good fortune to be in the company of famous people and to attend some big events. There is something I have noticed about most of the famous people I have met ... they are full of energy, full of enthusiasm for what they do, and anxious to share their stories. And they don't act like they are "famous". This is my observation from meeting world famous drivers, the visit to RUF, the interview with Hans Mezger ... and now I add: what a pleasure it was to meet and chat with Rob Dickinson of Singer Vehicle Design. Rob is a musician and his desire to make perfect notes and harmony shows in his product and shows while he explains how the components and assemblies were made to become (pun intended) a perfect song.

The May issue of *Northlander* has just gone to press. We had a little excitement getting the issue done partly by email while I was playing in California. I just need to do a few more trips and then we will be experts.

Don't forget to let the editors know if you like the May and June issues or if they do nothing for you. :-)

## MEMBERSHIP



**Janet Quintero**

### **New Members:**

George Haberlin  
Newfields, NH – 2012 911

Thomas Lamay  
Abi Lamay  
Billerica, MA – 1986 944 Turbo

David Malcolmson  
Jonathan Malcolmson  
Wilton, NH – 2003 911T

Stuart Needleman  
Moultonborough, NH – 2008 911

### **Member Anniversaries:**

#### **1 Year:**

Harvey Ames  
Doreen Ames  
Hancock, NH – 2008 911

John Clayton  
Robert Clayton  
Northborough, MA – 1987 944

Nancie Griswold  
George Dimov  
Exeter, NH – 1996 911

Debra Learmonth  
Peter Markos  
Dover, NH – 2010 Boxster

Bill Mullen  
Deborah Mullen  
Shapleigh, ME – 1971 914

Graham Theodore  
Bedford, NH – 2010 911 Turbo

David Vogel  
Nashua, NH – 2002 911

#### **2 Years:**

Tom Der  
Lisa Cook  
North Hampton, NH – 2011 Cayman S

Gerry Hawes  
Gilmanton Iron Works, NH – 1985 911

Mike Iannotti  
Somerville, MA – 2009 911 Turbo

Harrison Wareham  
New London, NH – 2008 Cayman

Mike Wooding  
Michelle Wooding  
Goffstown, NH - 1984 944

#### **5 Years:**

David Claypool  
Catherine Somma  
Pelham, NH – 2007 Cayman

Charles Contarino  
Anthony Contarino  
Hampstead, NH – 2007 Cayman S

Phil Karp  
Sudbury, MA – 2009 CTTS

Hank Wallace  
Lana Tsurikova  
Auburndale, MA – 1987 944

#### **10 Years:**

Gerald Carter  
Tracey Levasseur  
Shapleigh, ME – 1980 911SC

Duane Cromwell  
Mandy Cromwell  
Groton, MA – 1986 944

Robert Decolfmacker  
Tricia Decolfmacker  
Dover, NH – 2002 Boxster

Bob Giegerich  
R. J. Giegerich  
Londonderry, NH – 1989 911

#### **20 Years**

Marc Myette  
Susan Myette  
Merrimack, NH – 1988 911

#### **40 Years**

Don Scheuerle  
Kathleen Scheuerle  
North Hampton, NH – 1965 356C

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



## Matt Romanowski **WIDE OPEN**

Now, you might wonder how you can put a data system in a \$500 car ...

I know Jay is writing all about our Lemons experience with other NCR members Judy Hendrickson, Mark Nadler, and Mike Wooding, so I won't bore you with reading the whole thing over again. What I will hit you with is how cool it was to have a data system in our car!

Now, you might wonder how you can put a data system in a \$500 car, but it was really easy. Last year I bought an AiM Solo GPS Lap Timer to use at DE events. More important than the lap times, it has a three way internal accelerometer and full GPS. With the GPS it is also able to give you speed and G forces based on the GPS and map your driving line. With the powerful AiM Race Studio software, we are able to map out our line, the speed at any point, and lots of other things including calculated math channels.

The unit mounts simply with a suction cup on the windshield and has a battery that runs for something like a full day. A quick mount in the car and we were ready to log some data. After every driver came in at the end of their driving stint, I quickly downloaded their data and put the unit back in the car for the next driver. We quickly accumulated lots of data and found some really interesting things. While we were certainly not the fastest car down the straight, we were probably in the top 20% of cars. That meant we were doing a whopping 90 mph at the end of the front straight!

More important than that, by looking at the data after people got out of the car, we were able to find where everyone could improve. Jay was setting the fast laps, so he quickly became the overall lap time comparison. Then, digging in the data, we could see who was faster in certain spots on the track, discuss braking points, turn in markers, apexes, and track out points. All of this led to some good discussions, lots of learning, and faster lap times.

For the second day, Jay continued setting the fast laps improving on his previous best by .3 seconds. Mark picked up 3 seconds and Mike picked up 2. Judy was able to scoot around the track a second faster. I was battling some back problems and only drove on Sunday, but I was able to stay within .5 second at

the end of the day on tires that were now 2 events old (which equals 28 hours of track abuse). I was starting to tick off faster and faster laps when the team made the decision to bring me in with about an hour of racing left. They were worried about 2 things – the first being the loss of our transponder and not getting any laps and the second, a severely worn right front tire. This tire had taken days of abuse and was close to cording. Upon inspection after coming in, it had a pretty big slash in it and was ready to go to the scrap heap. It was a great call by my team mates.

So, that is the story of putting a data device in a car that is only marginally less expensive than. It made a pretty good difference in our lap times and allowed us all to learn where we can go faster. I've already figured out where Jay can go .5 second faster and where I have to improve to catch up to him. I was also able to put together our average lap times over all of our stints to figure out who was the most consistent.

I really expect all of this data to help us out when we run the 24 Hours of Lemons again in the fall. I'm looking forward to using the tools I learned to help us improve more in the fall.

For anyone who is interested in learning more, I've put together a site with lots of data information on it at [www.trailbrake.net](http://www.trailbrake.net). It's got lots of data examples, references to websites, books, and sample data files. It's a great spot to begin or even continue your journey in learning how to use it or just about race car data.



## Mark Watson MY SPIN ON THINGS

Phil Lombardi will be with us for some classroom sessions and to offer private coaching ...

While I have yet to make it to a DE event in 2012, I was able to participate in the Car Control Clinic that was held on Saturday, May 12<sup>th</sup>. It was a spectacular day to be out driving and learning about the limits of our cars. Dave Logan and Brian Arenstam did a great job organizing the event and everything went off without a hitch. We were quick to determine where to locate the activities, we set them up in record time with help from folks who arrived a bit early, Edgar located the water supply to get the skid pad wet and we held the drivers meeting so we were able to start driving exactly at 10am. We had over thirty participants of varying driving experience and 12 to 15 instructors from NCR, NER and the BMW club. The instructors were there to ride with the student (for a couple of segments) to help explain the exercises and offer encouragement and advice. Everyone I talked to learned a lot about their car (and themselves), made some new friends and in general had a good time. It was a great way to start our 2012 DE program.

Thanks to everyone who participated especially those who helped instruct, re-set the cones when they were 'hit' or just came to hang out with family and friends for the day. Go to the NCR website and view the photos taken by our very own our Chief Instructor John Dunkle documenting the day's activities.

When you receive your June copy of the *Northlander*, it will probably be too late to register for our opening DE event which will be held on June 9<sup>th</sup> and 10<sup>th</sup> BUT it should not be too late to come up to NHMS and support our Make-A-Wish activities. In addition to the track rides which we provide for the MAW families, you can bring up your daily driver and get in a few laps (under controlled conditions) for a modest fee which goes towards our MAW contribution. If you don't want to drive around the track, come up for the Silent Auction – the proceeds of which will go to the MAW foundation. Finally, you can purchase a 2012 DE shirt which not only shows your support and participation in the North Country Region DE program but benefits the foundation. You simply do not have an excuse for not coming up to NHMS sometime that weekend.....

John tells me that we are nearly sold out in all of the run groups for the opening event which is a fantastic way to continue our season. You should already have your car inspected but if you are behind, check out the list of approved Tech Inspectors and get it done ASAP. Also, those of you who use in-car GPS systems and/or video cameras, remember that there are new guidelines on the website regarding the use of these items at NCR events. We will be following those guidelines when you bring you car through the tech line at the track so please be prepared when you enter the tech line in the morning.

Phil Lombardi will be with us for some classroom sessions and to offer private coaching. Feedback from several folks who have worked with Phil is all positive and well worth the investment. Phil will have time for private coaching on Saturday afternoon and all day on Sunday. If you have any questions, contact Matt Romanowski at [vice-president@ncr-pca.org](mailto:vice-president@ncr-pca.org). Last year, I had some feedback that there was insufficient information regarding what to do and where to go when you first arrive at the track, especially for someone who had never been to NHMS. I am updating the track pack information for the DE participants but in case you want to come up to NHMS for one of the other activities I mentioned earlier, here is the big picture:

- Enter the track through the main entrance; whether you are coming from the North or South, the main entrance will be the second entrance you will see as you drive along NH 106. It is hard to miss with a very large billboard and entry gates near the back of the entrance.
- Park your car (in a line if other cars are already present) and walk to the registration building located to the left of the lot and just in front of the entry gates. **DO NOT PARK ALONG THE HIGHWAY OR BLOCK THE LEFT MOST LANE PAST THE REGISTRATION BUILDING**

- You need to sign two waivers to actually enter the track; one waiver is for the PORSCHE Club and the second is for NHMS. If you arrive early, there will be separate lines for each waiver. The PCA window is at the left end of the registration building while the NHMS window is on the right. Bring your PCA card and drivers license to the PCA window if you are participating in the DE. If you arrive later in the day, both waivers may be at the NHMS window (right end of registration building).
- Get back into your car, carefully drive down that left side lane that everyone leaves open, through the entry gate and continue past/under the grandstands. Bear left and go through a small tunnel to enter the infield of the track.
- Proceed down the road and pull into the parking area where all the cool cars are located. Find a parking spot and begin your day at the track. The nerve center of your DE team is located in the garage area closest to CONTROL. Ask someone for directions if needed.

Even though you might have missed registration for the June event, check out the upcoming events and start making plans. Managing your DE event schedule takes some effort but it is well worth the time once you put on your helmet and exit the hot pit! Use the DE schedule at the end of the article to help organize your 2012 season and to make sure you register in time to be accepted. Registration for all run groups is now open; use [motorsportreg.com](http://motorsportreg.com) for NCR hosted events and [clubregistration.net](http://clubregistration.net) for NER events.

Please stay safe until I see you at the track for our opener in June. As always, e-mail me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with questions, comments, suggestions or just to say 'hi'.

Let's make 2012 the best year ever for the NCR DE program!

Mark

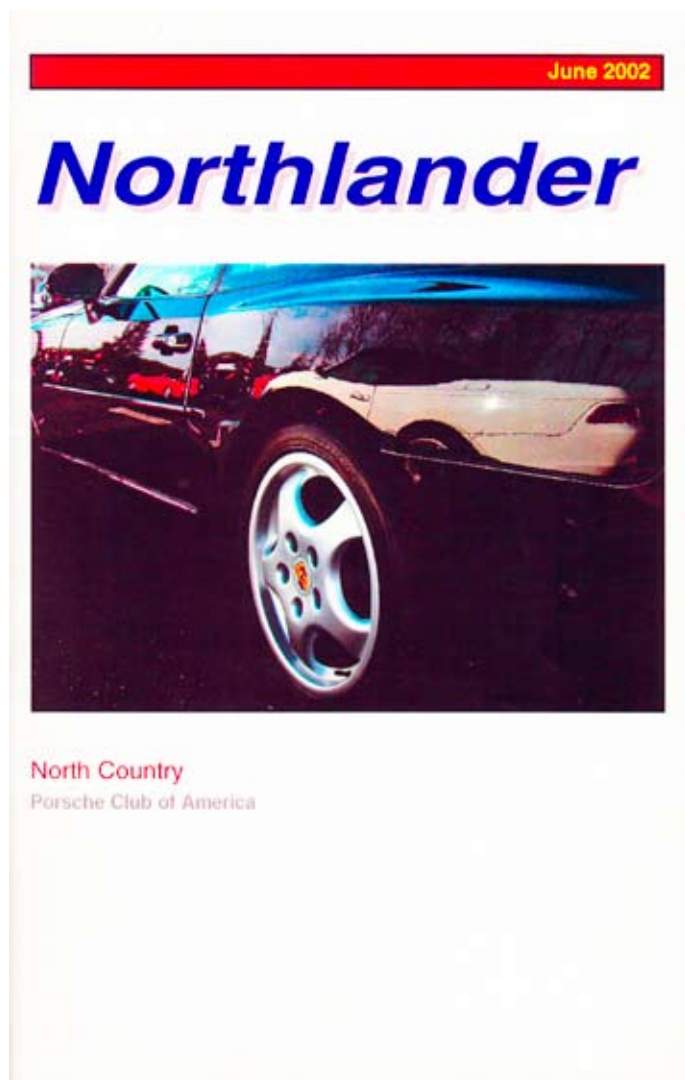
The 2012 DE schedules for North Country, Northeast and Zone 1 Regions:

Month	Date(s)	Track	Host Region
April	24 & 25	NHMS	<a href="#">NER</a>
May	12	NHMS CCC	<a href="#">NCR</a>
June	09 & 10	NHMS	<a href="#">NCR</a>
	15 (Advanced)	WGI	<a href="#">Zone 1</a>
	16 & 17	WGI	<a href="#">Zone 1</a>
July	06 - 08	Calabogie	<a href="#">NER</a>
	10 -12	LCMT	<a href="#">NER</a>
August	06 & 07	NHMS	<a href="#">NCR</a>
	24 -26	WGI	<a href="#">NER</a>
September	11 & 12	NHMS	<a href="#">NER</a>
	19 & 20	LRP	<a href="#">NCR</a>
October	15 & 16	NHMS	<a href="#">NCR</a>



## Judy Hendrickson **LOOKING BACK**

I encourage all of you to participate in some NCR event, to get the "bug" and be part of our active "friendly" membership ...



In going back over the issues for this month I was drawn to the Track Chair's column in the June 2002 issue. Now this is not because I am now involved with the track committee but rather the theme of the welcoming, friendly region that was, is and will, hopefully, forever be North Country. Jerry retired to Florida where he continues to feed his car habit having served as car chief for the Synergy Racing Team and is a dealer for the AIM Data Acquisition units. He can be reached at <http://austinmotorsportsllc.com>.

We have an even larger number of events to choose from now from purely social to highly competitive and everything in between. But most importantly every event is served up with that "famous" North Country hospitality and camaraderie, so come on out and join in the fun.

By the way, our current track chair, Mark Watson, continues the NCR tradition for an excellent DE program. He and his team do a great job.

From Volume XXV, Number 6, June 2002

TRACK TIME

Jerry Austin, Track Co-Chair

I recall, with fond memories, my very first DE track day at Mt. Tremblant, in 1993. I could not believe that I had owned a Porsche for many years without learning about, and participating in, DE. My mistake, in 1993, was that I started DE, in late September and once hooked, I had to wait a long winter (I live in Maine) before I could attend my next event. One thing that I did over that winter was change my club affiliation from a Maine club to the North Country Region. I made the change because I was so impressed with the effort made by George Reif, Pete and Linda Petersen, Barb and Blair Talbot, Jim Hamblin and other NCR members to make me feel a part of the group. This "friendly spirit" has been a cornerstone of all NCR activities, not just DE, and I am pleased to say that we continue to get better.

I have participated in every NCR DE event, except the "hurricane" at Lime Rock and have seen significant growth by our members who participate. NCR is no longer a small club that dabbles in an occasional track event. We are doing 6 track days a year, and have an enviable participation. People want to come because we run an excellent event, have fun and make it a learning experience. Under the leadership of Abe Anderson, Pete Petersen and Ellen Beck, NCR has become a leader in many aspects of DE. As you saw in last month's Northlander, Ellen has an advisory role in setting national standards for DE events. Beyond that, Ellen has taken a leadership role in creation of our "Log Book" and has taken it to many other regions. Pete has done an excellent job (with a bit of assistance from Colin Blake) to make registration for our events very easy using the web. Abe continues to obtain track days from NHIS and LRP in an environment when there is more competition for those days. There is also a "track committee" that meets and works out many of the logistical issues to ensure that we improve wherever we can. This team makes the many pieces of a "track event" come together and continually enhance NCR's reputation for running a very efficient and enjoyable event.

NCR has also made huge progress in the area of DE instructing over the past couple of years. Under Ellen's leadership (she's a teacher don't ya know), the NCR instructor group has grown. This group has received training from professionals, not in how to drive faster, but how to teach better. In addition, Ellen has created questionnaires for both students and instructors, to determine how to better meet the needs of both groups. She also works diligently to gather as much information as she can to assist the track committee to improve the experience for all participants.

Next month I'll talk about my obsession with this DE stuff (aka, the never-ending car modification desire). I am gradually starting to believe this track thing is just an excuse to satisfy my need to be a car fabricator/designer. I encourage all of you to participate in some NCR event, to get the 'bug' and be part of our active "friendly" membership.

*Post Script update from Jerry:*

I retired about 10 years ago and decided I wanted to do more with Porsche racing, so I joined a Grand Am race team (Synergy Racing). My boss was Price Cobb, a famous racecar driver. I worked my way from assistant mechanic to car chief in a couple years. I became interested in data acquisition and installed data in my car (still have the 84 911). I continued as car chief with Synergy and became their data person and car chief. Synergy sort of fizzled in 08, so in 09 I worked for Koni Challenge as car chief and data guy on a class winning 997. Over the same years, I also worked a bunch of PCA club races with Dan Jacobs (CVR) as a mechanic and data guy.

In 2011 Dan and I ran a Cayman in the Grand Am Continental series for 4 races, as well as working 5 or 6 Club Races. In

2011, I was traveling to or at a track 80 days! Along the way, I became an authorized dealer for AIM Data Systems, and with Matt Romanowski's help, I've been working with a number of the NCR DE people to get them interested in using data to enhance the DE experience.

This whole track experience was initiated by Blair Talbot at a concurs in Rye, NH (my one and only) in 1993, where I learned from him that Porsche owners can drive their street cars on a real race track. Then, nurtured by many NCR people like Pete Petersen, Abe Anderson, Steve Gratton, Blair and many more great people from NCR, I was hooked on the track driving experience. Not just driving, but instructing and, more recently, coaching with data. What a way to retire! I forgot to mention that driving Sebring (85 miles away) is almost as much fun as NHMS.

# ALMS At Long Beach

## April 14, 2012

Story and photographs by David Churcher



Patrick Long zips out from behind the wire in one of the few spots a photographer can, possibly, bag a shot.

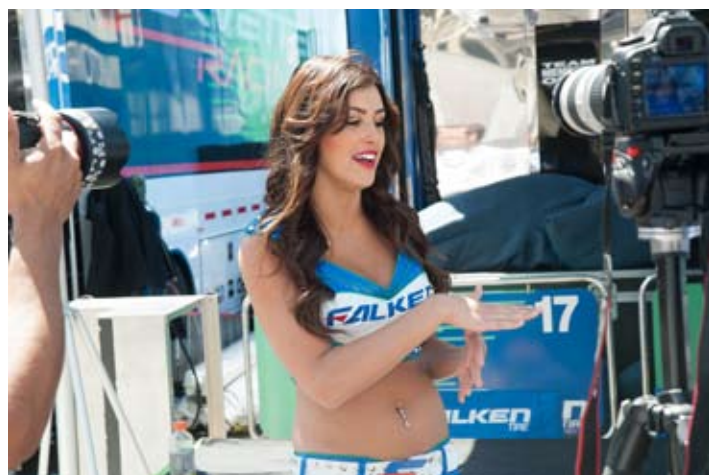
It never rains in southern California. But on Friday, April 13, it poured. Enough so that I could feel my plans and enthusiasm for the race at Long Beach on Saturday washing away in the deluge. Not only was I feeling bad but the Porsche drivers qualifying for Saturday were unable to finish their runs and so their grid position was based on season points and not qualifying time. Not good.

Long Beach circuit is not exactly "good" either. Nowhere to pass, pit complaints, and lots of wire fence to disappoint photographers. So why did I come again? Oh, I am a junkie I guess. Even without LMP Porsches and Audi the ALMS will capture me with the variously badged Lolas and now the Lotus is in ALMS. Falken always has interesting ladies to advertise their product. And of course I have close friends, and now my daughter too, in the LA and San Diego scene.

So the question people are quick to ask me is: will I move, with my 911, to southern California? And the answer I am quick to give is: nope.

Why? The weather is great, friends and family live there, lots of fine wines are there and not in NH, etc. It's the road rage which gets me. I could not live with the driving out there.

So the next ALMS race is at Laguna Seca and then on to Lime Rock. Will I be there at Lime Rock? Yes. No worries. No double layer wire between my Nikon and the cars. Not as many party people in the audience. And not as much road rage getting there, or, getting home.



Falken, once again, provided excellent tires and a well prepared car. Their garage is a popular spot and as you can see here the Northlander photographer was squeezed out by two anxious pros.





But, top left, the Northlander photographer waited his turn. Top right: you can't go hungry at this race ... you might get thirsty because the beers were \$10 each. Bottom right: a black stripe over a Porsche as a tribute to F. A. Porsche. Bottom left: preparations being made in the Muscle Milk garage.

# Spyders & Cobras in Orange

## April 15, 2012

Story and photographs by David Churcher

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And which car do you think won "Best European Sports Car"? The Porsche on the left ... but of course.

**If the spiders don't get you the cobras might, or, perhaps a tiger or a jaguar. Not the bugs or the animals in reality, but the cars with these names.**

1950s USA is a great scene. "Is" a great scene? Yes, present tense used here by intention. Sunday, April 15, was a bright sunny day in San Diego and we had a date with a car show in Orange County. I have been to this show before and really enjoyed the cars and the general 1950s look of downtown Orange. We even get to do brunch at Watson's 1950s décor diner with rock music to set the mood. If the waffles and syrup with rock music don't get you the cars will. Several streets of downtown Orange are lined with dragsters, hot rods, low riders, 'vettes, MGs, Sunbeam Tigers, Morgans and Porsches. Really? All those sports cars? Yes ... this is southern California. The US love affair with sports cars started here and it is still here.

So ... which car won the concours for European sports cars? The Porsche ... of course.

Even a hard core Porsche fanatic has to be moved by this event. The work and \$ that have been poured into some of these cars is to be admired. And they are art objects. Some engineering has to be questioned even if admired ... a big US V8 in a 1960s MGAz

... well, now ... the designers at MG never considered that one. The Corvette scene is a bit special. My friend Ray can tell you every nuance of the Corvettes from the early 50s through the 60s and he has two of the 50s models and now wants a 1963 in his collection. If Ray can't answer any questions then Little John can. I met John, a friend of Ray's, and admired his black Corvette and smiled at his story of being on an antique furniture hunt one day to be told that under the pile of furniture was an "old car". There was indeed ... a Maserati which he bought for \$2500, restored, and sold for 10 times that price. John's hobby is antiques but his business is automotive upholstery and he makes custom and prototype seats for car builders. And they include Singer Vehicle Design.



Above left: "Little John's" 50s Corvette

Above right: One of three Cobras on show. All were immaculate and one was from South Africa.

Below left: An early 60s Thunderbird.

Below right: A massive engine with a massive supercharger in a customized body.

# Visit to Singer Vehicle Design

Story and photographs by David Churcher

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A 964 donor car becomes reimaged by Singer while staying faithful to the original design intent.

## Northlander gets a couple of hours with Rob Dickinson the creator and Creative Director of Singer Vehicle Design.

*Northlander* January 2012 issue featured the Singer modified Porsche 911 which I think has to be the ultimate outlaw, or, ultimate Porsche hot rod. How cool would it be to visit Singer and see the cars for real? Very cool.

Once I had my plans and flights organized for this trip I contacted Singer again to see if they would mind a visit. The PR lady at Singer, Tina, had previously been very accommodating to me and was again. Yes, a visit on Thursday afternoon would be fine. The only thing "wrong" here is Tina was not in Thursday so I could not thank her in person.

For my friend Ray it might not have been so cool. He did the driving. From our base in San Diego it was 127 miles each way. But even though he's a Corvette person and not really into Porsche he is a good mate ... and very accommodating. :-)

Our arrival in Sun Valley was at first disturbing ... we were at the address, and on time, but no SVD in sight. Oh, dear. As it turned out we had one digit in the address wrong and a neighbor directed us to a door with a small sign "Singer Vehicle Design"

... shades of my first visit to Kraftwerkz (the 917 replicas) ... conspicuous and marvelous work going on in inconspicuous dwellings.

We were greeted inside the door by one of Singer's technicians who was polite but making sure no "blow ins" got too far. I asked for Rob and we were directed to a smiling gentleman with a Brit accent. Conversation flowed and facts and specs poured out at a rapid rate. I introduced Ray as my Corvette friend with a slight interest in Porsches to which Rob noted they had plastic cars in common.

Plastic cars? I suppose technically carbon fiber is plastic but I consider it more high tech than fiberglass. Does a carbon fiber body look anything like a fiberglass body? No.

As we walked into the shop we headed to the nearest 964 build, walking by the two G body prototypes which I was perhaps even more anxious to see. The first detail I wanted to see was the fit and finish of the carbon fiber panels. I am happy to report my socks were blown off. The finish is far superior to fiberglass ... no orange skin, no ripples, all corners are sharp, and no sinks. The corner of the panel joining to the metal shell behind the driver side door is sharp, the gap to the door is less than 3mm. And how is the carbon fiber attached to the steel? By a "glue" used by BMW in their construction. A modern glue. And can

moisture get into this gap? No. It's a perfect joint.

There is a lot of distraction for me in this shop. While looking at the car under construction my eye (pun) flits to the engine being assembled on the stand and to the components neatly laid out on a bench beside the car. Neatness, order, clean tools, well dressed techies.

The distractions (pleasures) muddled my sequence of questions but Rob is a musician, a guitar player and he had his facts and story choreographed ... he had nicely anticipated my questions and presented the answers in a sequence and in an easy to understand Queen's English. Those wiring harnesses on the bench are "looms" ... and a few other words I am used to.

So the donor car now is a 964 and not the G body? Did the longer wheel base (10mm) require re-tooling? Yes. How is the tooling made? The shape was made into a buck and molds pulled from it (as opposed to molds pulled from a Porsche body) and the body panels were made from the molds, autoclaved, and finished. By whom? Aria.

Aria-Group is a high tech company involved in many exotic automotive and aircraft projects. They have extensive design, tooling and production facilities in Irvine. Are you a techie minded reader? Check out [www.aria-group.com](http://www.aria-group.com) and you will see one of the quality supplier/partners Singer has chosen.

There are other high quality supplier/partners? I will attach a list at the end of this article. But I note in particular Cosworth will be building the engines and adding their name plate to them. Cosworth is in California and they do research and builds for a few engine manufacturers, including Subaru. This is the same Cosworth we know from the Brit motor racing scene. Also worth noting: the wheels are a Fuchs look, three piece, and larger than the donor car's wheels.

Larger wheels ... what about ride height and styling? The suspension is modified to accommodate the changes and there is no bump steer issues. The body panels are "lowered" to keep the visuals intact. This is a process known in the hot rod business as "tubbing."

Go back to your January issue of *Northlander* and take a close look at the lights and small grills at the front and then look at the tail lights. Notice anything? They have a Porsche look but there is something different about how these pieces fit the mold line of the body. A little smoother blend. There is a reason for this. Singer have made their own pieces by a process called 3D Printing ... additive machining ... the parts are made from a 3D CAD model. To get the frames and lenses to fit as desired required several iterations but this is not a big problem with this process ... the changes are made in the 3D CAD model and not in metal molds or metal parts made on a five axis mill. The plastic parts are then given a copper strike and chromed. The dash board could have been made in a similar way but it needs structural strength and resistance to the heat sunshine might apply. It is a billet machined piece of aluminum (Aluminium?) also from a 3D CAD model.

If you read the previous story in this issue on the Orange hot rod show you will have noted my mention of Little John and his Corvette. Guess who makes the Singer upholstery? Little John. It's a small world.

Singer has sold eight cars since the operation started. While we were visiting we saw a car heading to Mexico City next month ... others were heading to France, New York and Indonesia (right hand drive) .... But so far none have been sold in California.

If you want a Porsche 911 restored, reimagined, and reborn by Singer you need to supply a 964 donor car, wait six months, and pay about \$250,000. What you will receive is a wonderful piece of machinery which is still a Porsche. Indeed Porsche has insisted the car be called and labeled a **Porsche 911** and is not to be called a Singer 911 or any other variation. Is this IP protection? Yes it is ... but it is also the ultimate compliment to Rob and his team.



Singer's Operations Manager, Marlon Goldberg, is hands on management assembling the engine. Marlon's shirt says "Bentley" ... but we did not see any Bentleys.



Top row: the name on the badge is PORSCHE. The engine has been modified and includes a GT3 crankshaft.



At left: what does Rob (at left) have in common with Ray besides plastic cars? Beer. Ray is part of Green Flash Brewery in San Diego and Rob believes there is a USA market for "warm" Brit beer.

Below: Ray contemplates a flat six ... he is more accustomed to a V8. Note the beautiful finish and detail on the 964 based car under construction.

Two G body Porsche 911 from the first series by Singer.



- Apex Technology – wiring/electrical/engine mapping
- Bilstein – suspension components
- BMC&GEE - six-speed close ratio G50 gearbox
- Brembo North America, Inc. – brakes
- Burns Stainless - stainless steel racing header and exhaust system
- Fuel Safe Systems – fuel tank
- GROWit 3D – rapid prototyping and manufacture
- Hella – lighting components
- Jose Ramos - polishing
- Little John Interior Concepts – seats and upholstery
- Mirage International – engine and suspension development
- Nate Hranek - prototyping and parts production
- North Hollywood Speedometer – gauge restoration and reimagination
- N2 Aero, N2 Autosport – high performance cabin acoustic noise reduction; S.O.A., standard cutting-edge materials
- Ohlins Racing AB – suspension components and development
- Quaker City Plating – nickel/chrome plating, metal finishing and part fabrication
- Ray Ray Griggs - carpeting and additional upholstery
- Rug Rat Racers - prototyping and part production
- Scott Kaiser and Bill Corbett - additional paint, hand rubbing, detailing
- Spinneybeck Enterprises – leather
- Weidmans Wheels – wheel finishing
- Zuffenhaus Products – wheels

Above: list of suppliers to Singer Vehicle Design.

Below: Interior of the Singer modified 911.



# MEET THE EDITORS

Questions by Hank & Ivy Cowles  
Answers from David and Tracey



NCR member Jay Carter took this photograph of Tracey at her desk in Northlander's Maine office. Note the PCA award on the wall.

## It's all about the people!

How often have you heard that at the track, at the end of a rally, or across the table at a spontaneous dinner? It is all about the people – the cars are simply the catalyst that causes us to come together.

Recently I thought – must have been out loud, someone heard me, and here I am writing about it - 'Well, we should get to know some of these people just a little better.' So for the first interview I thought it would be interesting to get a behind the scenes look at some of the hardest working members of the North Country team, your *Northlander* editors, David Churcher and Tracey Levasseur.

For those who do not know, MAL is the Member At Large – a fictitious unauthorized board position held by Hank Cowles.

**MAL: "New Hampshire is a diverse topographical state, with mountains and seacoast. What part of our region do you like best?"**

David: "The seacoast region. It is like being in Tasmania."

Tracey: "Most of the people in NCR are wonderful to hang around with, laid back and down-to-earth. Plus they drive cool cars! So I find the area of the state less important...it's wherever I happen to be with our fellow NCR'ers."

**MAL: "What made you both decide to edit our publication, *The Northlander*?"**

Tracey: "Since I wasn't participating in many other events I felt I should do something I was good at. When I saw the help wanted ad in *Northlander* looking for an editor several years back I thought I might be able to do that. At the time, the NCR Board only had one other inquiry: Bill Kallgren. As it worked out, he was good at layout and I was good at editing/proofing. So NCR hired us both."

David: "Judy (Hendrickson) asked me if I would take it on and I said 'Yes, but only if Tracey is my co-editor'...and the rest is history."

**MAL: "Where does the inspiration for each issue come from? What is the most difficult part of preparing and creating each issue? Where do you start?"**

David: "I have a series of folders, for each month, for each topic: DE, Autocross, Features, etc. and as material comes in it goes to a folder. The "inspiration" comes shortly after ... the folders sort of form the magazine and the layout. Being a "visualist" and photographer I am always looking for that "wow" shot for the cover and centerfold. The difficult bit usually is maintaining continuity of an article or column. I hate 'continued on page xx' but it is hard to avoid. Where do I start? Page 1."

Tracey: "David usually leads the inspiration. He'll see an article in another car publication or there will be a car event happening somewhere in the world so he goes hunting down material for an article or photo essay. Sometimes we get material from members which is always a treat, a surprise article by a new writer makes *Northlander* fresh and interesting. And that's our mission statement. The hardest part sometimes is gathering material which you know has to be in a particular issue. Not everyone understands our deadlines. When we have to keep reminding folks to submit their story or photos it takes time from the layout. That in turn causes us to miss things and make errors. The Domino Effect."

**MAL: "You are both car people. Tracey, what was your first car? Where did the love start? How do you compare Porsches to the big cats?" (Tracey is also active in the Jaguar Club)**

Tracey: "My first car was a 1979 Chevy Malibu. But cars have always been an interest of mine. My father always came home with some strange car or truck he traded with a buddy. We had





David took this photograph of himself but thought it looked too serious. Tracey said: "use it ... Northlander is serious business." Note Northlander on the wall and on the screen.

everything from a little Triumph (that was always catching fire under the dashboard and dropping mufflers) to a leviathan of a Chevy Suburban that would seat 9. Having that much automotive variety gave me a quick education about what vehicles I liked and didn't like. You want me to compare Porsches and Jags? I thought this was an interview with David & Tracey...."

**MAL: "David, how 'bout you? First car? First car you loved? What was the hook?"**

David: "I think the MGA got me first. Then I was apprenticed in a tool room and met Manfred Roseman who introduced me to Porsche. That was in the 356 days but I was hooked. The hook would be the common sense of the engineering which was always considered by Porsche ahead of styling and marketing."

**MAL: "Really now, truthfully, how much time do you both spend creating each issue?"**

Tracey: "Combined, we spend 30-40 hours each month to complete one issue."

David: "I attack it in fits and starts at the beginning and sometimes just fill in a part of an evening. All up I think there is 30 hours a month in it. If you add in the emails to and from Tracey and a few other people maybe more ... but that is the fun part. The repartee is wonderful."

**MAL: "That is an amazing amount of time, every month, with completion deadlines always hanging over your heads. What is the most frustrating part of that responsibility? The most rewarding?"**

David: "Ah, I decline to respond to the first part. :-) Most rewarding is in two parts: holding the magazine when it first arrives and hearing the regular "wow" responses."

Tracey: "Most frustrating? After spending all those hours completing the issue, thinking you've got all your ducks in a row and when you get that hard copy in the mail the first time you browse through it you find an error. That's most frustrating to me. The individual complements we receive via email and in person are the greatest rewards."

**MAL: "And those kudos are justified in every way! When you find some free time, what other hobbies and interests do you have?"**

Tracey: "My other hobbies include stamp collecting, participating in my local kennel club, reading and gardening."

David: "I still doodle in CAD for some freelance projects and I doodle in CAD drawing my track car (Ha! One day!) ... I ponder the great Australian novel and plan to start it "soon" ... Jazz and wine take up some time too. And I like to travel."

**MAL: "Porsche is now approaching sixty-five years since the first Gmund coupes in 1948, and the 911 is on the verge of celebrating fifty years since first shown at the Paris Auto Show in 1963. Do you have a favorite Porsche era or model?"**

David: "917".

Tracey: "The 930. Any year. I'll take one!"

**MAL: "David, you said you enjoyed travel. What is the most memorable auto event you have attended? Is there another event on your bucket list?"**

David: "Indy 500 1964 and, sorry, there are two ... Nürburgring 24 Hours. Bucket list still contains Le Mans. Why Le Mans? It is the grand-daddy of sports car races. Perhaps I should consider the vintage version of the race though!"

Tracey: "The Ralph Lauren car collection. On my bucket list? Any official concours: Amelia, Pebble Beach, Goodwood, etc."

**MAL: "Thank you for spending this time with me. I trust that our members will enjoy this little repartee. But one last question: Do you feel that the scope of the Northlander should be expanded at all? Should there, could there be more 'off-theme' material? Would it make the publication more interesting?"**

Tracey: "*Northlander* should keep as close to the car theme as possible. However, this is not to say that if we had a member who was, say, a concert pianist we wouldn't be able to interview them and talk about music. It's okay to go off topic a bit, but only in small amounts. I would love more members contributing. Like any hobby club, when members get together they like to talk and usually the conversation goes away from cars to some other realms. Those other realms can be fascinating and if members can talk about it, they can write about it. Everyone is encouraged to write for the newsletter, throw some words together and David and I will put them in some order and make them look awesome on paper! And yes, a member profile column would be great every once in a while. We'd done it in the past, we just need members to invite us over."

David: "Well, yes ...we could expand and even without expansion more "profiles" and new contributors would be nice. But the staff would have to be increased and that adds complexity and coordination. And there is the financial side of it to consider. But, then, if we expand maybe Biff (Gratton, *Northlander* advertising) gets to sell more space.. and on it goes. But we must be careful ... don't want to compete with *Panorama* ... or do we?"

**MAL: "Thanks to you both. David, I think I saw a little wink in there somewhere!"**

# Spring Rally

## April 28, 2012

Story by Gareth Peters  
Photographs by David Churcher

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On a bright and blustery Saturday morning, our journey to the Spring Rally began in the Squam Lakes area. With the temperature in the 30's and snowflakes blowing in the wind, we packed our winter hats and gloves with the hopes of dropping the convertible top on our Boxster later in the day. Despite the cold start, it was a beautiful day for a Porsche rally.

The rally started behind the Market Basket in Milford off of Route 101. When we arrived, we were quickly greeted by Richard Willey who was sporting a festive Uncle Sam top hat. There were fifteen teams participating in the rally with a good mix of first-timers, veterans, and even one soloist. During the drivers' meeting, Richard explained the rules of the rally, reviewed our driving directions, and briefly discussed the style and layout of the questions. The rally route consisted of two parts - a 37 mile route and a 35.5 mile route - with a total time of approximately two and a half hours.

Last spring we participated in our first rally and we learned a few important lessons along the way. First, we forgot to reset our odometer at the start of the rally, so the mileage figures on the directions were meaningless. It resulted in a few disagreements and caused us to get lost several times. This year we made sure we didn't make that mistake again. We also realized that we needed to keep at least one step ahead of the route directions, mileage and clues. After every turn, we always knew the mileage and road names of any upcoming junctions or turns. We also kept a mental note of the next three to four clues. That way we instantly knew if we were skipping over any questions. In our first rally, we focused on just one clue at a time and missed many questions. Finally, we didn't rush; we were more focused and observant, and we didn't feel embarrassed about turning around or backtracking if necessary.

The driving route headed west from Milford and looped north around the western outskirts of Peterborough. We meandered through the towns of Temple, Dublin, and Hancock. These are quintessential New England villages with beautiful colonial and federalist style homes, white steeple churches and late 1700's era historic landmarks. Between the towns, we traveled along some forested roads, where we witnessed some wildlife, including a prancing deer and wild turkeys out for a late morning stroll. We also enjoyed rolling country roads that passed by many small farms speckled with beautiful spring flowers in full bloom. On the route, rally participants were treated to many spectacular views of Mount Monadnock and Dublin Pond. We love participating in the rallies because they always take us

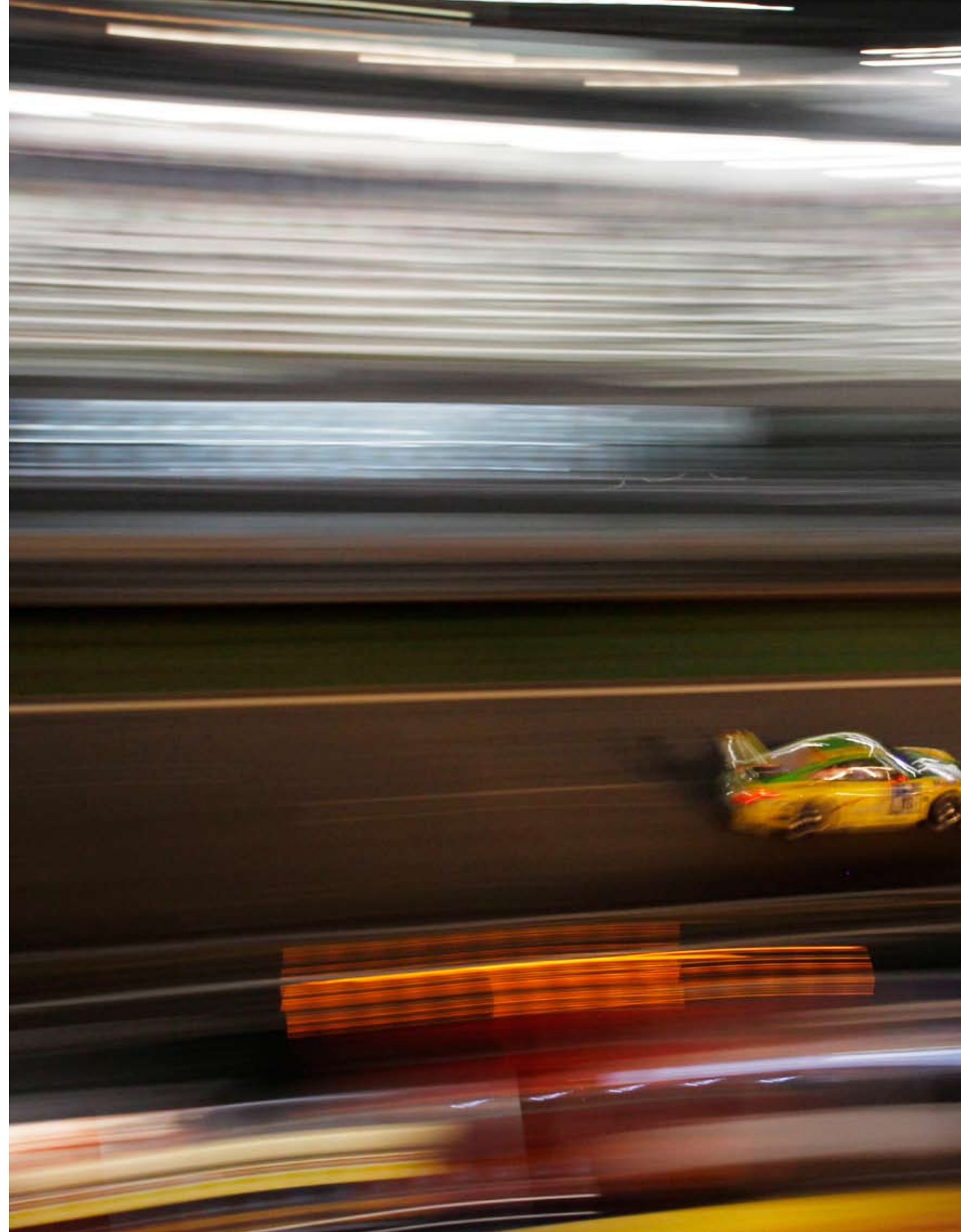
along fantastic driving roads that are off the beaten path. Often times, we take note of the interesting landmarks and restaurants that we pass by along the way. These places become future destinations for us on our summer driving excursions.

The rally route ended in downtown Henniker at Daniels Restaurant, overlooking the Contoocook River. As teams arrived, we all exchanged stories about the great roads and beautiful views, and we commiserated over some of the tough questions. After a great lunch, awards were presented to the Novice Winners – Dave Brown and Natalie Spotts and the Overall Winners – Gareth and Gretchen Peters. The prize for the lowest score went to Jim Graham, but he also deserves honorable mention for being a brand new PCA member and for driving in his first rally alone. He only got the award because the team that really had the lowest score left the celebration early. We won't mention their names, but they will know who they are when they read this article.

It never warmed up enough for us to lower the convertible top on our Boxster during the rally, but we had a fantastic day. A big thanks goes out to the rally organizers for all of their hard work. By the time we reached Concord on our drive home, the temperature finally rose above 55 degrees, so we dropped the top, cranked up the heated seats, and enjoyed a glorious run back up Route 93 in the crisp New Hampshire spring air.

**Photographs on the following pages illustrate some of the beautiful scenery New Hampshire has to offer and included in Rich's course for the Spring Rally. Can you imagine what is in store for the Fall Rally?**







When is a Porsche 911 a work of art?  
Any time. Photograph from Porsche.





Top left: The Cat In The Hat? No ... that is Rally organizer Rich Willey.

Top right: Overall winners, Gareth and Gretchen Peters.

Bottom left: Janet is smiling for the camera but hiding some disappointment at getting lost with the help of the photographer and Elm Street vs Elm Ave.

Bottom right: Biff and Mike Gratton greet the camera before the start.



Above left: Novice winners Dave Brown and Natalie Spotts



Above right: Prize for lowest/worst score went to Jim Graham. He deserves an honorable mention for being a brand new PCA member and driving his first rally alone. Jim only got the award because the team which really had the worst score left the celebration early. We won't mention their names but they will know who they are when the article comes out.

## 2012 Spring Rally

By Dave Brown

---

Normally I would be reassured by the throaty growl emanating from my black '91 C4 Cabriolet when I turn the key. This morning, however, not even her sweet tones are able to dispel those pesky doubts. Will we be late? Will ours be the dirtiest car? And most of all, will our performance somehow be found lacking?

For this is the morning of our first Porsche Club Road Rally!

Our nerves steady somewhat as my navigator, Natalie, and I cruise along Route 101 toward Milford, but we are still a bit tense as we approach the rendezvous point at Market Basket. Toyotas, Fords, and plenty of Hyundais ... but where are the ... ah, there they are! Rounding the final bend, we are greeted by a heartwarming assortment of 993's, Boxsters, one or two 944's, and, of course, a handful of 964's to keep my Black Beauty company. The standout of this gathering is the stunning Concours-ready 1965 Porsche 356 in factory correct Signal Red owned by one of the club members. It is enough to quicken the pulse of even the most casual of auto enthusiasts.

Several handshakes and introductions later, we are summoned to gather around the rally organizer, Rich, for instructions. It is not until now that I realize how cold it is! Beautiful, but cold! We had been hoping to do our first rally "topless", but there is no chance of that. OK, Rich, we got it ... "This is not a race!" Now let's go do it!

But Rich is not done yet. As our extremities lose sensation, he admonishes us not to follow any of our competitors we encounter who seem to be headed in the opposite direction. There are three possible explanations: 1) they are deliberately doubling back to try to find a missed clue, 2) the directions might actually involve doubling back or 3) they are lost. (Natalie, quietly proposes a 4th possible scenario in which we are the ones who are lost!)

Finally, we are released with a set of directions in one hand and a list of questions in the other. I silently pray that Natalie has paid more attention to the briefing than I. Wait, was it the groups of questions that could be out of order or the questions within the groups? Oh well, we hope to figure it all out as we thaw out in the car.

Lining up for the staged start rouses a few of those dozing butterflies. Do we have what it takes? What if we get lost? Sure, we understand the concept of "just for fun" as well as anyone, but all the same ... well, we just have to win ... period!

We pull up to the starting line and roll down the window. Rich's final instructions are practical, if not overly inspirational: "The bathroom stops are clearly marked in the directions. Have a good ride!"

And we are off!

The essence of the road rally -- at least ours -- is this: we are given a set amount of time ("This is not a race!" mantra notwithstanding) to navigate a given route and answer questions about certain landmarks that we pass along the way -- they might be buildings, signs or other objects. The questions are broken down into groups that correspond to certain parts of the course; however, although the groups are in order based on the course, there is no indication of how the groups relate to distance. In other words, the answers to the first group might all be found within a mile of each other, but the second group might cover 4 miles. Moreover, the questions -- usually 3 or 4 -- do not necessarily appear in order within the group.

Thus, the process involves vigilant observation on the part of both the driver and the navigator (in between trying to navigate, read the questions, and write the answers) followed by doubt ("Did we miss the cemetery?"), blame ("Well, I'm trying to drive



AND watch for gravestones!") and finally compromise ("Turning back now is going to cost us more time than it's worth for one lousy point."). It is essentially a scavenger hunt on wheels.

The route is spectacular, the kind of route that a casual driving enthusiast might select for a lazy Sunday afternoon ride. Wooded, twisty mountain roads that wind through Peterborough, Dublin, Jaffrey, Hillsborough and other archetypal New Hampshire towns offer views of picturesque farms, mountaintop panoramas, and lakeside vistas that threaten to distract us from our prize. The beauty of the route is not the only surprise. As enthusiastic lifelong learners, we are also pleased that much of the subject matter revolves around interesting local history tidbits (historical architecture, cemeteries, etc.).

Other than the coolness of the weather, we realize that we have picked a perfect day for our first road rally. The sky is of the purest blue with only a few puffy white clouds occasionally obscuring the bright sunlight. The waves, smiles, beeps and headlight winks from the fellow rallyists we pass along the way evoke a feeling of casual camaraderie and add to the fun<sup>1</sup>.

The ride ends a few hours later at Daniel's Restaurant in Henniker, a fitting site for making new friends over burgers and beer.

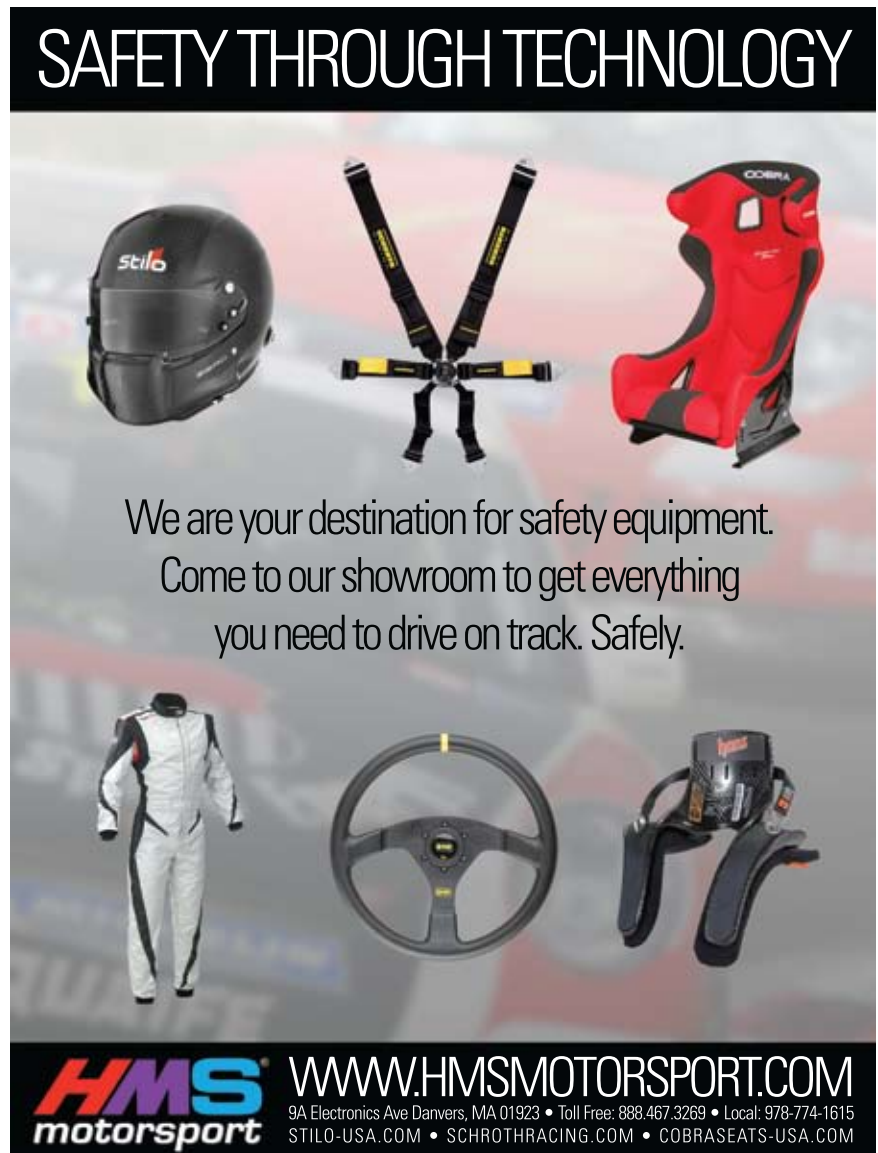
We enjoy the view of the Contoocook River while musing over the now-obvious synergy between motorcars, nature and local history.

As we sit back down after accepting our prize<sup>2</sup> (with due modesty, of course), we find ourselves agreeing with the words of our table partner. "Although it is a cliché, it holds true here. Our club is not about the cars, it's about the people."

Thank you NCR, for a great first road rally experience. We will be back for more!

<sup>1</sup> It seems at first that the smile we get from Rich is just a little too wide, until we realize <sup>2</sup> miles later that was we were passing him we were also passing the last turn of the course.

<sup>2</sup> First place, Novice class :)



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RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive,  
after bend, #89 on right. WELCOME

# NCR Car Control Clinic May 12, 2012

Photographs by Skip Wareham



For a description of the CCC event please read Mark Watson's DE column on page 10 of this issue.

Northlander's editors were thrilled to find we have a new contributor/photographer in Skip Wareham. Skip's photographs have captured the CCC day.



Top photo: Drivers lining up for threshold braking.

Middle row: Wet skid pad and staging for car control on skid pad.

Bottom photo: Staging for wet skid pad.



# From the Far Side of...



By Gary M. Levine \_\_\_\_\_

## Conversations with the Great Unwashed\*

**\*Great Unwashed:** *Definition - from the freedictionary.com.: common people, the multitude, as in the Greek phrase hoi polloi, consisting of hoi, meaning "the," used before a plural, and polloi, the plural of polus, "many." In Greek hoi polloi had a special sense, "the greater number, the people, the commonality, the masses." This phrase has generally expressed this meaning in English since its first recorded instance, in an 1837 work by James Fenimore Cooper.*

We've all had the experience. Maybe at a gas station. Maybe getting out of, or into your car parked at a meter in town. Maybe at a shopping center. Living in the Upper Reaches of New Hampshire, where a Subaru or SUV is the norm, sports and luxury cars get noticed and acknowledged a lot more often than in the Flatlands. When I lived in the Delaware Valley, a BMW, Mercedes or Porsche was driven by almost every gold chained, Rolexed dentist, proctologist and lawyer. Those of you in New Hamsachusetts or in proximity to the Boston Beltway and Route 128 know of what I speak.

Someone, usually male will eye my Cayman and start a conversation. Most of the time courteous. Occasionally hostile. It may be a woody, scraggly bearded guy in a pickup or a kid just out of high school in a Mustang or Camaro. The game of Twenty Plus or Minus Questions begins:

"Nice cahh. Is it furrin?"

I say, "Thanks, well, it's a Porsche, from Germany," (well sort of, like who would understand that it was assembled in Finland).

"How'd you like that PORCH?"

"It's the best car I've ever owned."

"Sure looks brannew," interested bystander replies.

I explain to this fellow that the PORSHAH is a 5 year old 15,000 mile Garage Queen, that's never felt a snowflake or a fleck of salt on its Midnight Blue skin and hibernates each winter.

Invariably, more questions follow:

"How much did it cost?" "How fast can you go in it?" "What kinna gas mileage you get?"

To which I might answer:

"As much as our first house." "About 105 (at NHMS.)." "About 28 mpg." (at 72 mph on cruise control on I-89).

These answers may suffice, but usually merit more questions.

"How many horses she got? How big's the inghin?" "Why thens rear tires so f\*#&n wide?" "Can I see the inghin?"

To which I now answer:

"About 245 horsepower from about 162 cubic inches" (the bystander never quite got metric, a liberal Socialist conspiracy, so telling him it's about 2.7 liters is a lost cause).

"Because the car is midengined and puts most of its weight on the rear," I say.

If I'm speaking with someone who is friendly and maybe has a sense of humor, I flip open the front hood and rear hatches and state,

"Gees, where'd the motor go? It was in here last time I looked." Then explain that the motor is hidden under a cover.

At this point the conversation usually turns toward me complementing the woodsman on his truck (men never refer to a pickup as a pickup).

"Nice truck you got there, looks powerful."

"Thanks, she's a dublwide 4x4 F350; got a Turbo diesel and she's a great stump puller."

"Nice talking to you, have a great day," I reply as I replace the gas hose.

Rarely, a tweedy Birkenstock footed, academic type will glare at the Cayman. Not a car guy, he's got an automotive appliance such as a Prius. He asks variations of some of the standard questions:

"Pretty expensive toy?" "How fast can it go?"  
"What's the gas mileage?"

This somewhat hostile guy merits a different set of answers:

"Just putting my Social Security checks to good use."

"The speed limiter kicks in at 155."

"About 11 mpg." (At NHMS).

"Have a good day. Glad you drive a Prius, saving all that gas for us to use in the future."

In Hanover, occasionally I am greeted by a curious, but knowledgeable Dartmouth student, not a member of the *hoi polloi*. These Ivy Leaguers know their cars, so a lot of the conversation focuses on *Comparative Literature 101*,

"Great car, I know it's always one of the 10 Best in *Car and Driver*,"

"I read in *Road and Track*" that the Audi TT is just as fast and a better value."

"The Lotus Evora can run the pants off the Cayman R."

When confronted by a Tuck School of Business student, the conversation likely focuses on *Wealth Management 205*,

"Nice starter car but my Mom's Mercedes Black Edition S65 AMG devours Caymans for lunch,"

"Cute car, but I just don't know whether to get a 911Cab S4 or an M5 after I start working at Goldman Sachs."

**Disclaimer: This column is a work of semi-fiction inspired by real events. Unfortunately, the author lacks the creativity to have thought it all up!**

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# Panera Bread Café - An informal gathering of Porsches and other sports cars

Story by Rich Willey \_\_\_\_\_

Sunday May 6, 2012, was a bit overcast and cool but compared to the prior week it was a balmy day in Manchester. I arrived about 7:10 and there were already three cars lined up in front of the store. In total about 17 sports car enthusiasts came out to share stories, admire each other's cars and enjoy a Panera beverage of their choice. (Some of us had breakfast too)

Seventeen cars attended our inaugural event and there was an excellent cross section of Porsches (356s, 914, 993, 964, 924, GT3, Cayman, and a Cayenne) Also present were an Acura NSX, Pantera, Datsun 240Z, 2 BMWs and a Mercedes SL. Everyone had a great time learning about the cars and sharing stories.

Stay tuned for an announcement of the next Porsches and More event at another Panera store in southern New Hampshire later this summer.

Editors' note:

Oh dear ... we have no photographs of this event!

Please, if you have a camera at an event, even if you see the Northlander photographers there, do take some shots. The Northlander photographers are not always able to attend and the magazine welcomes new perspectives and new material.

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# Autocross #1

## April 28, 2012

Story by Joe Kraetsch, NCR Autocross Chair

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It was a rainy Sunday in April when we kicked off the 2012 NCR autocross season. A few days before the event, it looked like we would have a great turnout but then the weatherman tried to scare people away and about twenty folks dropped out in the final days leading up to Autocross #1. Those who scoffed at the weatherman were rewarded with a great day of autocross. We had a beautiful course laid out by Scruffy and Gerard and the four morning runs were semi-dry. Then the light rain got a bit heavier but autocrossing in the rain can be a lot of fun—just ask all the Novices that left with grins on their faces at the end of day—and it does take more skill to drive well in the rain. We were successful in completing another four afternoon runs and finished before the heavy rains came. We had a couple timing issues in the afternoon when some of the timing equipment got wet but we were able to isolate the wet components and continue. Unfortunately, this was while I was supposed to be changing our race tires to street tires so our afternoon times suffered but Lisa still managed to beat me on the race tires in the rain. [Note to Ursula: Gordon does not need R-compound tires.]

Often, the afternoon results follow the morning results but when there is a weather change like there was this day, the afternoon results can be quite different than morning results. We add the best morning and the best afternoon times for the final results.

One benefit of this is that afternoon runs are not throwaway runs when conditions change. Out of nine classes, five had different winners for the morning and afternoon sessions. We also use the PAX system to handicap cars (not drivers) for more fairness when combining different cars in the same class or to compare across classes. Scruffy took FTD for the morning and for the day while Ollie took top PAX for the morning and for the day. Meanwhile Andrew Kessel, in a rent-a-Boxster took FTD and top PAX for the afternoon session. The cone-killer crown goes to Audra Tella who toppled seventeen of them but still finished fourth in the non-Porsche class without a single clean run. The complete results are posted on the NCR website.

Many thanks to all who came out to play regardless of the conditions and a big thanks to all the volunteers who shagged cones in the rain. Special thanks to Ed Broadhead for drying the tents and equipment in the trailer over the following week. I would also like to bid farewell to NCR members Gerard and Marlee Mauvis and their very special son Will who are moving to dryer Arizona pastures. You will be missed.

[Autocross #1 results on the following pages ...](#)

# NCR Autocross #1 - Sunday April 22, 2012

N:Novice Porsche				AM	PM	Total	PAX
1	S8	Anirudh Joshi	2006 911 C2S	78.114	82.539	160.653	133.342
2	P8	Kyle Pelton	2004 GT3	81.426	80.521	161.947	138.950
3	S8	Ivan Burns	2012 911 GTS	81.876	86.528	168.404	139.775
4	S5	Michael Conway	1991 911	87.212	91.137	178.349	143.749
5	P4	Kelly Theriault	2001 Boxster	88.831	85.307	174.138	145.057
6	S5	Nicholas Capano	1987 carrera cab	91.676	90.367	182.043	146.726
7	P4	Tania Brice Coffin	1989 944 S2	88.219	88.282	176.501	147.025
8	S3	bob britton	1979 928	95.611	88.008	183.619	147.996
IS:Strict Stock 1-6				AM	PM	Total	PAX
1	S6	Bill Seymour	2007 Cayman	70.995	76.282	147.277	120.178
2	S6	Mike Stukalin	1995 993	76.289	76.638	152.927	124.788
3	S6	Duncan Dana	2008 Cayman	80.025	80.604	160.629	131.073
4	S5	jack goudreau	1982 911sc	101.583	91.497	193.080	155.622
5	S6	Jack A. Saunders	1995 993	94.358	103.194	197.552	161.202
2S:Strict Stock 7-9				AM	PM	Total	PAX
1	S8	Ed Moschella	2012 Cayman	69.536	73.523	143.059	118.739
2	S7	Apolinaras Sinkevicius	2007 Cayman S	71.593	79.744	151.337	123.642
3	S7	Michel Machado	2011 911 Targa 4S	76.485	81.566	158.051	129.127
A:Production 1-2				AM	PM	Total	PAX
1	P2	gordon jillette	1984 944	74.541	79.257	153.798	126.883
2	P2	Lisa Roche	1988 924S	73.015	84.739	157.754	130.147
3	P2	Joe Kraetsch	1988 924S	71.685	88.601	160.286	132.235
4	P2	Bill Aubin	1984 944	74.904	85.676	160.580	132.478
C:Production 4				AM	PM	Total	PAX
1	P4	Oliver Lucier	1998 Boxster	65.954	73.468	139.422	116.138
2	P4	Andrew Kessel	1998 Boxster	69.986	72.544	142.530	118.727
3	P4	Chris Jacques	2001 Boxster	71.743	75.209	146.952	122.411
4	P4	Brent Torre	1998 Boxster	71.116	76.361	147.477	122.848
5	P4	Neil Halbert	1990 944S2	72.882	77.010	149.892	124.860
D:Production 5				AM	PM	Total	PAX
1	P5	Reid Van Gorder	1990 964	72.619	75.503	148.122	123.385
2	P5	George Skaubitis	1993 RS America	71.673	76.866	148.539	123.733
3	P5	Robert Canter	1984 Carrera	73.588	77.919	151.507	126.205
4	P5	Chris Ryan	1984 911 Carrera	74.344	81.698	156.042	129.983
5	P5	Nick Durham	1991 Carrera4 Cab	76.750	80.118	156.868	130.671
6	P5	Jeff Johnson	1987 911 Carrera	75.673	81.534	157.207	130.953
7	P5	Christine Skaubitis	1993 RS America	79.794	79.352	159.146	132.568
8	P5	Paul Hohensee	1991 964	84.952	89.466	174.418	145.290
9	P5	tom kane	1988 911 cab	92.632	85.086	177.718	148.039



<b>E:Production 6-9</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	P6	Mark Schnoerr	1996 C4	70.527	78.578	149.105	125.695
2	P6	Jeremy Mazzariello	2007 Cayman	70.609	80.038	150.647	126.995
3	P7	Ted Shaw	1999 996	75.887	79.703	155.590	131.317
4	P8	Michael Bickford	2010 GT3	73.807	81.609	155.416	133.346
5	P8	Thomas Pelton	2004 GT3	79.282	76.798	156.080	133.916
6	P9	Charles Stromeyer	2010 GT3 RS	84.586	79.597	164.183	142.018
7	P8	Susan Kelley	2007 997 C2S	73.907	DNF	DNF	-
<b>R: Race (Improved &amp; Modified)</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	I5	Stephen Lefebvre	2007 GT3 RS	64.916	72.547	137.463	120.830
2	I5	Gerard Maurvis	2003 911C4S	68.453	78.082	146.535	128.804
3	M4	Akira Mochimaru	2009 904 Replica	75.692	92.564	168.256	153.617
<b>X:Non-Porsche</b>				<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	STS	Rob MacAlpine	1992 Mazda Miata	71.269	73.559	144.828	119.772
2	CS	Mark Chambers	1999 BMW M coupe	73.946	77.446	151.392	126.109
3	STU	Dan Polagruto	1995 BMW M3	74.166	78.810	152.976	128.652
4	STX	Audra Tella	2005 Mini Cooper S	77.110	80.398	157.508	129.471
5	SMF	Read Fleming	2003 Mini Cooper S	75.095	77.418	152.513	129.941
6	SSM	Mathew Nieman	1996 Mazda Miata	76.218		DNS	
7	BSP	Ben Wagstaff	2004 Mazda RX8	67.970		DNS	
8	STS	Carolyn Green	1991 Mazda Miata	76.485		DNS	
9	BSP	Marc Monnar	2005 Mazda RX-8	81.248		DNS	

Photographs by Edgar Broadhead



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August 25-26 Zone 1 Event  
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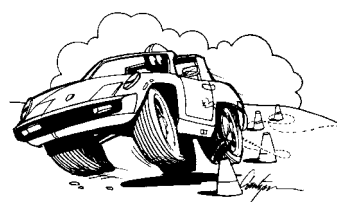
**WHERE:** Moore Airfield, Devens, MA, State Police entrance off Rt 2A

**MORE INFO:** <http://www.ncr-pca.org> (Click on Autocross)

**REGISTER AT:** <http://ncr-pca.motorsportreg.com/>



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## Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region Members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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This list is dated May 4, 2012

# Precision Imports Tech Session

## April 21, 2012

Story by Biff Gratton

Photographs by Matt Romanowski

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### Precision Imports Tech Session: CAN Communication

How much has a session at Precision saved me?  
Lots!!!!!!

Last year the topic was early Boxsters and their "alleged engine problems". My new love is a Boxster, and I had my eye on a pretty red one over at Blair's. I was about ready to make the offer to buy that sweet little Boxster with just 27,000 miles. It had been garaged for about 10 years by the original owner. What could be wrong with that!!! Well, Mike comes home from the session and hands me the booklet that describes in detail the possible problems that I may be dealing with if I go thru with the purchase. It is very possible that the engine may self implode, no warning, just die. The solution – a new engine. My heart sinks!!!! Needless to say I do not make the purchase. Someone way more capable and technical than me now has that sweet little Boxster, which has been rebuilt and the last time I saw it, it was nearly put back together, and ready to hit the road.

This year the topic is Computers. Remember the days when you could go to a salvage yard and pick up a new part, install it and that was it, saved a few bucks buying a used part and back on the road – not anymore!!! If you can find a new or

used part, you then need to talk to the computer and tell it that there is a new part and it needs to "talk" to the new part before it will work. Computers monitor and control everything from tire pressure sensor, brake pads sensor, breaking systems, door locks, power seats, mirrors, oxygen sensor, air temperature sensor, throttle position sensor and engine temperature sensor to name a few. There is probably a computer controlling the automatic transmission, reading the wheel speed and controlling the brakes on an anti-lock breaking system as well as air bags, keyless entry and security systems. If you have an auto like mine, you might even have a gyro to help prevent roll-over.

Technology has changed in every aspect of our lives, and our automobiles have changed greatly as well. A modern luxury car is a rolling computer network. It is amazing how many embedded controllers a car can have. It's nice to know that there is a Precision Imports to help keep all systems running smoothly.

Hot dogs, chips and cookies were available, along with ending the session with prizes which included shirts, hats, flashlights, key tags and other assorted items for maintaining our cars.

Thanks to Dick, Patrick and Bruce for a very informative session.

BTW

Some dates of interest:

June 17 ... Le Mans 24 hours

July 7 ... Le Mans Classic

July 7 ... ALMS at Lime Rock Park

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to get your car diagnosed & repaired properly.

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We are planning Northlander's July issue will have a full page advert with photographs  
of the following list of goodies. Plan your shopping list in advance ...

Baseball caps  
Tote bags  
Hoodies  
Mens and ladies fleece jackets, nylon jackets and three season jackets  
Mens and ladies v neck sweaters  
Ladies tank tops  
Ladies v neck t shirts and short sleeve t shirts  
Mens t shirts  
Mens and ladies polo shirts  
Fleece blankets



CARS FOR SALE:



**SALE:** 1971 914 1.7 (January, '71 build) #4712908723, yellow/black. Good project or parts car (rust on the battery tray and rockers). Lots of good stuff on this car (chrome, interior, engine, etc.) 1 owner and been sitting inside since 1989. \$950/OBO (dust on car is free). Car located in Bedford, NH Jay Gratton (603) 498-8576 or jeg914@aol.com

**SALE:** 1984 911 Dedicated track car for only \$12,500 Many track upgrades and fun to drive. Email and I will send a spread sheet of all the info and many photos. Also have a fully enclosed aluminum trailer for only \$2500 more, will not sell separately but will sell car only. The car can be seen in Barrington NH. fredbussiere@homesofnh.com Fred 603-235-3579



**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 lvy. Pictures and more details available upon request.



**1970 914-6** track/autocross car registered for road. A simple fast car. Jerry Pellegrino 3.2 stock Carrera motor. Front oil cooler, 911 front end w/ M ducted brakes, coilovers over adjustable Konis and Velios 911 adapted swing arms w/ needle bearings in rear. Full rollcage. Extra short gear 901 transmission. Fiberglass lids and bumpers. Extra set of Fuchs with Hoosiers. Spare parts Ready for tech. \$21,000 johnr@blackriverdesign.com

## MART

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

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

**1980 911 SC** white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

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

**SALE: 1990 944-S2 Coupe Track/Street car** - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 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, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

**WANTED:** Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

## ITEMS FOR SALE:



Cobra Evolution S fixed back race seat with head restraint. Has hole for 5/6 pt harness. We bought this for our Lemon car but due to our love of Chipotle some of us didn't fit. I have a 34" waist and it's perfect. It's a bit faded, not visually perfect but no rips or tears. The bolsters aren't worn. Seat only, no mounting brackets. Awesome seat, incredible amount of support. In Windham NH call Pete 603-505-0910 or email pgr928@yahoo.com

Four **7x16 phone dial rims** fit either 944/924S/928 (certain years) Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in than stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

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

**'86 911 original 15" phone dial wheels with Toyo Proxes R888 tires** for immediate sale. 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. Fits all '79 - 88 911. Also most 944, 928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear. Not using these as I have other track tires. Priced to get them out of my basement. \$500 for all. cwlovel@gmail.com. Sherborn, MA.

**Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to Northlander. We plan to run a few such photographs with The Mart.**

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Back Cover ½ page - Color  
\$96.00/mo. \$1152/yr.

Inside front cover: Permanent (non- rotating)  
\$125.00/mo. \$1500/yr.

Inside back cover: Permanent (non-rotating)  
\$125.00/mo. \$1500/yr.

Inside front/back cover: Rotating full page  
ads \$90.00/mo. \$1080/yr.

Both of these options will receive the second page  
1 month per year as a marketing article. (ea: 2 page  
spread)

Full page - non rotating  
\$85.00/mo. \$1020/yr.

½ page - rotating  
\$60.00/mo. \$720/yr.

This option will allow the use of page 1 as ad placement and  
detailed marketing article at least 1 month per year. (May  
allow for more according to number of ½ page ads placed.  
½ page ad - ½ page marketing promo=full page spread.

¼ page - rotating  
\$50.00/mo. \$600/yr.

This option will allow the use ½ of page 2 as  
¼ ad placement and ¼ marketing promo. This  
will allow for 2 of the ¼ page ads with  
marketing promo have to appear in one month.

1/8 page/Business Card  
\$15.00/mo. \$180/yr.

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

## BTW



That's a Porsche 918 above ... and it's no longer a dream. The car will be introduced September 18 (9/18) and production will be 918 units. Price? In the high \$800,000s and probably worth every penny.

## NEXT MONTH

Summer will be here ... we hope

Zone 1 Concours and Rally

Autocross #2

NHMS DE and Charity events

Porsche at Le Mans

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# NORTHLANDER

Volume 35 Number 6

June 2012

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