

NORTHLANDER

NORTH COUNTRY REGION

Volume 35 Number 11

PORSCHE CLUB OF AMERICA

November 2012



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NCR Fall Rally

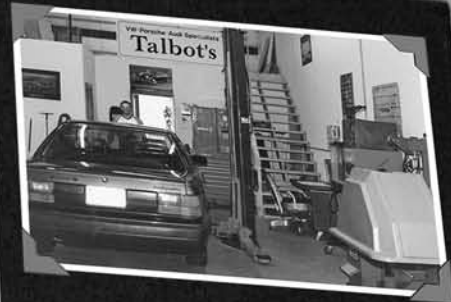
NCR Fall Get Away

DE at Lime Rock Park

DE Season End At NHMS

NCR Wine Tour

BLAIR TALBOT MOTORS

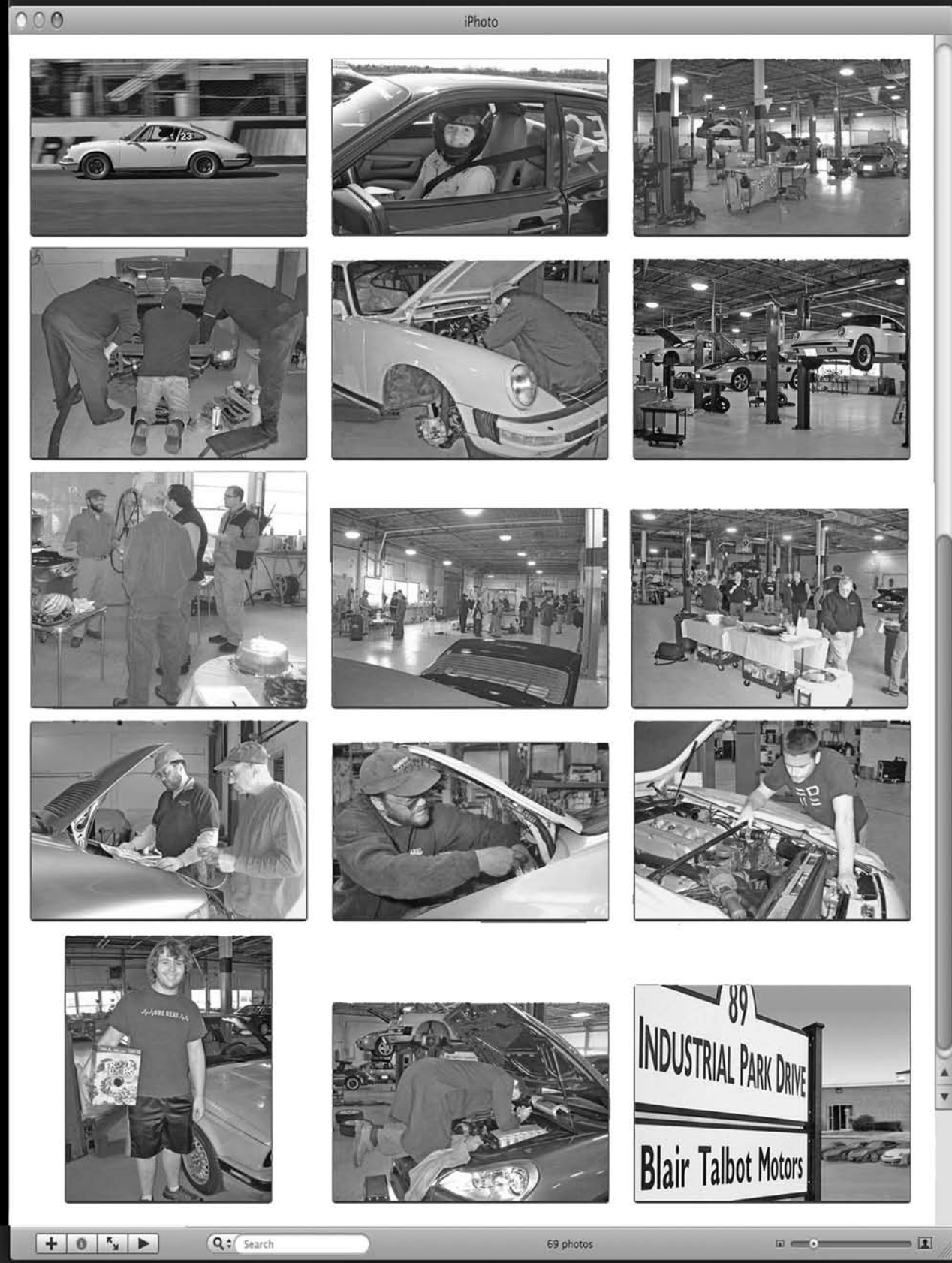


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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 50

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On the cover

The weather at NHMS for the Monday season ender was a bit bleak and gray but even so it provided the photographer with something “a little different” in colors.

Photograph by David Churcher

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November & December 2012 ... AT A GLANCE

Date	Event	Location	Time	Contact/Email
November 3-4	AIM Data Tech Session	Porsche of Stratham Stratham, NH	Saturday-Sunday	Bob Futterer tech@ncr-pca.org
November 13	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
November 15	Deadline for Dec Northlander			ncrnorthlander@ncr-pca.org
November 17	NCR Annual Banquet	Yard Restaurant Manchester, NH	Saturday 6-10PM	Rich Willey social@ncr-pca.org
December 11	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
December 15	Deadline for Jan Northlander	N/A	N/A	ncrnorthlander@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



Jay Gratton **The Rolling Chicane**

Years went by and while I shuffled through a few fun cars, I never found a car that made me as happy as the 914 ...

I have never been one to show a lot of patience when it comes to things I am excited about. I was a handful, I am sure, at Christmastime for my mom and dad; the last day of school before summer vacation my parents probably pitied my teachers and let's not even talk about my excitement in high school English class in which the prettiest girl in my grade sitting in front of me. I am sure she thought there was something wrong with me as I refused to acknowledge her obvious hints that she wasn't interested in me. Patience: I never had it. However, with age comes a better ability to show more restraint. My patience was put to the test this past April up until this past October.

First, let me back up and set the stage for this story. Being bitten by the Porsche bug at an early age, it was only logical in my mind that my first car would be a Porsche when I turned 16. In the early 1990's the options for affordable Porsches were slim as the 944/924/928 were still pulling in a lot of money and the 911 and 356 were pipe dreams. Good thing I had always loved the 914, and my friendship with Doug and Judy Hendrickson and their 1971 914-6 only enhanced my desire to own one of these two-seat go-karts.

At the age of 12 the decision was made that I would get a 914 of my own. While a 914-6 would have been nice, my piggy bank would only support a 4 banger. My criteria was to find a "rust free" 1973-1974 2 liter, and so the search commenced while every penny I made from mowing lawns and detailing cars went into a shoebox on top of my fridge. Since the Internet was not yet around, letters were sent out across the country to any potential 914 for sale in *Pano* or *Excellence*. After years of searching and saving, I finally found the car for me in Knoxville, Tennessee in 1994 being sold by a doctor who bought the car new. My father and a friend drove down and back over only two and a half days to pick up my little orange 1973 914 2.0.

I was instantly in love with this car, which my cousin Jodi Gratton would later name Tang. I drove Tang every sunny day I could, I competed in any autocross I could find, I rallied it and finally in 1996 I was able to take part in my first DE at Watkins Glen under the close supervision of my first instructor Phyllis Stibler (past NCR President). I might have even taken it on a few dates too! Hey, what can I say, the ladies dug the ride (not just the

guy since they were mostly 1st dates). I even took Jaime on our first date in the 914 and she not only dug the ride, but me as well as she is still around.

After Jaime and I were married, our attention turned to buying a home and not having enough money to buy anything, the difficult decision was made by me to sell my beloved Tang. She sold quickly in December 2005 to a gentleman in Durham and I would be lying if I said I wasn't crying when he drove it away, I was devastated to say the least. Selling Tang was never even an option for me, but since selling an organ wasn't a realistic option, the 914 was sold for a down payment on a home.

Years went by and while I shuffled through a few fun cars, I never found a car that made me as happy as the 914. I missed my car and while I had the new owner's contact information, I never reached out to him in fear of hearing that the car was sold, stolen or crashed. Then back in the spring 2011 I received an e-mail from a friend with a Craigslist link for Tang! I immediately e-mailed the gentleman telling him the car was sold if he still had it. I received the sad news that he had just sold it to a father and son from Massachusetts. Again, I was devastated.

A few months later e-mails started rolling in that Tang had shown up at an NCR autocross and was now owned by Barry and Rob Yomtov of NER. I have known Barry and Rob for a few years and had even instructed Rob at an NCR DE event a few years earlier. Both Barry and Rob are true Porsche and 914 enthusiasts and if I couldn't own Tang, I was just glad they did. Rob spent the year autocrossing the car and did well with it. This past spring, I bumped into Barry and Rob at our spring NHMS event while they were there sharing Barry's 968. I spoke to them for a while about the car and about the items they had fixed and improved on the car, while I was happy they had it, I was struggling with the fact that this was "my car" they had. Then it happened, Barry informed me they were going to be selling it in the fall. I did my best to remain calm and politely told him the car was sold if he was serious. Barry and Rob were moved by my history with the car and agreed to sell it to me for a very fair price.

... continued on page 42



Tracey Levasseur

I can depend on one or more of my fellow members to get me out of a jam. That itself is worth the annual dues ...

Since November holds that much overlooked holiday referred to as Thanksgiving it seems appropriate that we have a couple of members who sent along messages of thanks to be published in this issue of *Northlander*. I won't retell their tales, you can read the details further in this issue. But after reading about their mishaps and subsequent help it just made me feel it was worth noting here.

What makes these incidents noteworthy is not only could they happen to anyone of us, but that the passion shared by car club members runs deeper than just chatting across a dinner table after a club event.

The first incident happened at the Lime Rock Park DE event. Member Custie Crampton found himself stranded at the track with an antifreeze leak (those of us with early 911s would argue that he would not have had this problem if he hadn't bought a newer one, but I'm sure at the time he was in no mood for jokes). Those of us who've experienced a breakdown either at a club event or traveling on public roads can easily sympathize with Mr Crampton. But the angels must have been watching over him that day as fellow NCR members Hank and Ivy Cowles devised a way to get not only Custie's car back to NH but theirs as well. Upon arriving home safely a very thankful Custie wrote a short missive of his experience and salvation to share with the rest of us. This could have happened to any of us at any club event but it's always comforting to know that our fellow members will help in any way possible. With that in mind, I too thank Hank and Ivy for such a selfless act of kindness.

The second mishap occurred after the fall rally at the end of September. Everything seemed to fall into place for the rally – good attendance, brilliant foliage, a scenic route and a great place to dine at rally's end. It wasn't until after everyone went their separate ways that things would go "pear shaped" to coin a British euphemism. Members Richard and Lisa Towle were involved in an accident. No one was injured although their P-car was damaged and needed a tow. But while waiting for the tow truck members Jane Bennett and Steve Nadeau kept them company. There's nothing worse than having a fender bender except maybe having to wait for the tow to haul the car away. So it was extremely nice of Jane and Steve to hang out with

them and make the most of a disheartening situation. They didn't have to stay, they could have gone home and left fellow members there. After all, no one was hurt. But they chose to wait with the Towles and, if anything, keep things positive so the whole day would not be considered shot. I also thank Jane and Steve for comforting their fellow NCR members.

After reading both accounts and the grateful thanks given, I was comforted by the thought that, should something bad happen to me or my vehicle at an NCR event (or even afterward) I can depend on one or more of my fellow members to get me out of a jam. That itself is worth the annual dues. For those who have helped a fellow member in distress this year but did not get a published acknowledgement, I thank you for going above and beyond the call of duty, setting a great example for the club and reinforcing that oft mentioned phrase "it's about the people."

Have a Happy Thanksgiving!



Janet Quintero

New Members:

Daniel Atkins
Megan Atkins
Somersworth, NH – 1974 914

Andrew Irvine
Windham, NH – 2000 911

Sean Keenan
Nashua, NH – 1987 944S

Adam Blauer
Katie Blauer
Lexington, MA 1994 968
Transferred from Northeast Region
– Joined PCA 6/25/12

Thomas Fiorito
Rye, NH – 1988 944TS
Transferred from Connecticut Valley Region
– Joined PCA 12/28/07

Paul Jappe
Atkinson, NH – 2003 Boxster S
Transferred from Northeast Region
– Joined PCA 9/30/12

Member Anniversaries:

1 Year

Michael Castonguay
Hales Location, NH – 2002 Boxster

Brad Gandrup
Newburyport, MA – 2009 Cayman

Randy McDermott
Kate Gratton-McDermott
Potomac, MD – 1973 914

2 Years

John Cavanaugh
Linda Cavanaugh
Rye, NH – 1986 911

Robert Consentino
Sharon Consentino
Rye Beach, NH - 2010 Boxster

Don McBride
Sabra McBride
Wolfeboro Falls, NH – 2001 911

Gregg Turcich
Barb April
Manchester, NH – 1999 911

5 Years

Jeremy Mazzariello
Ryan Harrington
Pelham, NH – 2007 Cayman

Steven Schindler
Mary Schindler
Rutland, VT - 2000 Boxster S

15 Years

Albert Halle
Manchester, NH – 1998 Boxster

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



Matt Romanowski **WIDE OPEN**

Also this winter, we'll be rebuilding the transmission. With the 3 liter in the car, we've doubled the power ...

It's hard to believe it's fall already and almost all of NCR's driving activities are done. No more rallies, no more autocross, no more DE. No more ice cream runs! But, the good news is we still have the Annual Banquet and Bob Futterer is setting up a full winter of tech sessions.

The first one will probably be over by the time you read this, but it will be Roger Caddell from AiM Sports giving a talk on data acquisition. We did these talks last year and the sessions were completely filled up within hours of announcing them. This time Roger is doing a basic class on Saturday and an advanced class on Sunday. If you miss these, don't worry because we have Roger scheduled to come back on March 2 and 3. Those sessions will be regular data and a special autocross only session on March 3. The autocross session is contingent on the AiM programmers in Italy getting the software done, but things are looking good.

Also keep an eye out for the Spontaneous Dinners to start up again. Jay and I are starting to plan for them again. If you have any ideas on where you want to go, please let us know. It doesn't have to be anything fancy, just good food and a spot for friends to share winter stories and tales.

With winter coming, we also get some down time to work on our cars. It's nice for the projects that will take your car off the road for a while or make it hard to drive. I've done a lot of different long term projects over the winters. I think the first one was to fix some rust under the battery tray and repaint the engine compartment of the 914. The next winter was a repaint of the front trunk and gas tank. I think it was the year after that when I did the full exterior repaint, followed by the big motor the year after.

It's nice to have the winter to do these big projects. It gives you time to be really interested and heavy into the project, then slowing a little, followed by a renewed vigor as spring gets closer and closer.

Judy and I have a couple of projects on Chiquita this year. Following a series of three alternators dying over the six years we've had the car, including a really weird generator light problem at Watkins Glen this year, we've decided to have Mark at Exotech completely rewire the car. All of the spaghetti

wiring, original wiring harness, two add on harnesses, and a couple of terminal blocks, and an extra fuse panel are coming out. In will go a nice new, color coded harness with military grade connectors and a new wiring diagram that I will be able to follow.

Also this winter, we'll be rebuilding the transmission. With the 3 liter in the car, we've doubled the power that goes through the little 901 transmission. We're still debating what gears will go back in, but it will be fun and allow everything to work okay. With the new transmission will come a cooler, pump and a couple of new lines. We're hoping that keeping the transmission oil a little cooler will help things last longer and provide a smoother shifting transmission.

If all goes well, Judy and I hope to head down to the Zone 2 DE at VIR in March. It will be a big trip, but a lot of fun. I've heard lots of great stories about VIR from Doug McIninch, Mark Watson and Judy about how much fun the track is. I'm also seriously considering working with a pro coach down there named Peter Krause who is headquartered out of VIR and has thousands of laps at the track.

I hope to see everyone at the banquet and some of the dinners and tech sessions this winter. Make sure to say hi and introduce yourself if we haven't met in person before!



Mark Watson **MY SPIN ON THINGS**

I almost forgot to mention our track dinner at the Loudon Country Club. Toni organized another great pig roast dinner ...

This is the last column in 2012 where I will be able to lament my inability to attend many DE events this year. I am happy to report that I made the first of our two day event at Lime Rock Park and had a blast. The drive from Bedford to Lime Rock was accomplished under high winds and massive amounts of rain; very reminiscent of our 2011 weather. Since I was never totally sure I was going to make the event, I made no real plans for lodging. My thought was to hang out where John Lussier was going to park his RV and enjoy the evening with the RV'ers before spreading out my sleeping bag for a restful night. Fortunately I came to my senses in time to talk Doug McIninch into allowing me to crash in his dry and warm motel room at the Sharon Country Inn. After we dropped off the cars and trailers in the paddock, we headed down a very pleasant, gently winding road and suddenly encountered a rather large tree blocking the road. Pleasant, winding roads through the countryside are fun when going forward but going backwards to find a turnaround is not that much fun especially in the rain and darkness.

We survived the trip to the motel and were treated to a wonderful two days at the track. I was able to stay the entire first day before heading back to Boston to get on a plane bound for Spokane. The manufacturing run ended up starting a day late so I probably could have stayed and enjoyed the weather and driving just like everyone else but who knew we would be delayed! My thanks go out again to John L. and Brian for managing the event for me on Day 2 and to Doug for his lodging hospitality. Beautiful weather, no accidents and two full days at Lime Rock – it doesn't get much better.

I am writing this just after completing our final DE event at NHMS. The weather was pretty good for mid-October; cold in the morning, pleasantly warm during the day and for the most part a dry track. Unfortunately, we had three on-track accidents to report to PCA. The cars were pretty banged up but thankfully, no one was seriously injured in any of the incidences. Let's all

make promises to ourselves and to each other to do better in the spring!

I was able to get two full days at the track but as luck would have it, I broke a bolt in the right rear suspension assembly and had to park the car for most of Day 1 and for all of Day 2. The bolt gave way while exiting T2B onto the back straight and in case you were wondering, the back end of a Porsche moves around quite a lot when one of your rear wheels is not totally attached to the car. I thought there was oil on the track and was quite happy to slow down and make my way back to the garage. Brook Smith followed me off the track and into the garage where he promptly informed me that my right rear wheel was rotating at a disturbing angle as I worked my way into the paddock area. Why is it when you break something, everyone always says 'never seen that happen before' and then runs away like you were jinxed? Well most everyone, I'd like to thank Mark Nadler and Paul Jacques for crawling under the car with me to see if there was a way to repair the break and get the car back out on the track.

I almost forgot to mention our track dinner at the Loudon Country Club. Toni organized another great pig roast dinner for 80 of her closest friends and everything went off as planned. The shrimp, pork, potato salad, beans, regular salad and super rich chocolate dessert made a perfect end to a fantastic day. Thanks to Toni for another great dinner and to everyone who attended.

There is one other topic I'd like to make everyone who reads this column aware of and that is NCR's position regarding posting of video or photographs of accidents to a public forum. At every drivers meeting I remind the group that PCA National and NCR discourages public posting of video or photographs of any accident that might occur at the track. The person who has crashed his/her car does not need to be reminded of the incident when viewing photos or video of the event, so we ask that you refrain from any type of public posting of an incident observed

at an NCR DE event or any other PCA sponsored driving event. If by chance you have posted something inappropriate, please remove the posting as a demonstration of your respect for your fellow drivers. Thank you.

In closing, I would like to thank everyone who supported the North Country Region DE program this year for your participation, high safety standards and excellent behavior. We get lots of post event feedback from folks who come to our events and comment on how courteous you are and how much fun they have driving at an NCR event. We want to continue to make our program, safe, fun and educational for everyone who comes to the track but you are the ones who actually make that happen.

Please stay safe until we see you at NCR banquet in November and remember to vote for our elected officers either by mail or at the dinner. Feel free to e-mail me at de@ncr-pca.org with questions, comments, suggestions and please remember to thank your DE Team when you see them at the banquet.

All the best from your 2012 DE Team:

John Lussier – Registrar

John Dunkle – Chief Instructor

Lisa Roche – On site Registration

Judy Hendrickson – CI Assistant

Joe Kraetsch – On site Registration

Tom Harris – Instructor Development

Brian Arenstam – Track Ops

Doug McIninch – Instructor Development

Edgar Broadhead – Safety

Toni Surdam – Track Cuisine

Mark Nadler – Safety

Mark Watson – Track Chair



You had to be a quick photographer to get this shot ... Mark acknowledged Toni's efforts and Toni was so fast in response I almost had no shot :-).



Judy Hendrickson **LOOKING BACK**

It had a 2.9-liter, 20-horsepower engine and could travel at speeds up to 45 miles per hour.



As for your regular Looking Back offering, there were 3 issues to peruse this month, one for each decade (1982, 1992 and 2002). Having just finished the 2012 version of NCR's Fall Rally, I was drawn to the coverage of the 1992 version. I commented only yesterday (September 29) about how many fall rallies have been done in the grey mist of early NH fall weather. The 1992 edition of the rally was clever in taking advantage of the region's abundant supply of pumpkins and revealing the very creative nature of NCR's members. While the partnerships of the Bruches and the Gills are now different, we remember fondly the good times of old.

And speaking of remembering: I recently received a card from Vic Oliver letting me know Barbara has been battling Stage IIIc cancer since last December, but is now in remission. I know you join me in praying for her continued recovery. Vic indicated they hoped to be back in Dunnellen, FL by this coming January. There was no return address, but as you can see Vic is still into North Country and using his photography skills to communicate.

IN MEMORIAM

February 14, 1995 – September 26, 2012

Given publication cycles this is somewhat dated news, but it is my opportunity to let all in NCR who knew her, know of her passing. Sabrina, my little wire-haired dachshund and unofficial mascot of NCR has passed on. She went peacefully on September 26, 2012. She and I became friends just after her second birthday. She helped to fill emptiness in my heart for 15 and a half years. At 17 and a half, she had lived a full life, facing many health issues over the years. She battled Cushings disease for over 12 years, enduring daily chemotherapy to keep it in check. If that wasn't enough to deal with she then developed oxalate bladder stones requiring surgical removal. When the stones recurred despite being on a low calcium diet, the cause was traced to a benign tumor on her peri-thyroid gland – more surgery at the age of 13+. She never complained and always had a wag of the tail to greet you. We had many adventures, traveling around the country to PCA events. She was a loving, quiet girl, like no other dachshund I have ever known and I have owned and been around a good many over the years. Thank you, Sabrina, for all your love and comfort. I miss you.





From Volume XV, Number 6, November/December
Cover photo of "Witch" Oliver by Doug Hendrickson

CLOUDY PUMPKINS

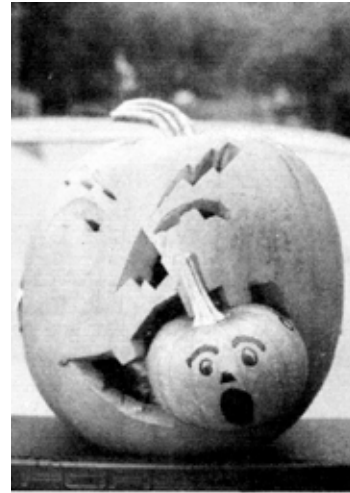
by STEVE & ANN GRATTON

I'm convinced that the weather gods always attend our North Country Region planning session. The powers above always seem to make sure that clouds and rain are scheduled for our Fall Harvest Rambles.

On September 27th, 40 brave and fearless members journeyed to Keene, NH. Fred and Judi Bruch, our Ramble Meisters and meticulous organizers, were ready to send us all off ramblin' and pumpkin shopping.

As we passed a beautiful misty golf course on a country lane, it became very clear that Fred and Judi had left nothing to chance. With many "confirm" notes, we were able to comfortably relax and scoot right along.

I'm sure Aching Acres Farm personnel wondered what had landed when 20 Porsches pulled up with passengers determined to find the largest, smallest, strangest Jack-o-Lanterns. Many smiles and laughs and a very active cash register eased the aching slightly.



"Mr. Bill!" by the Gills

Now on to Vermont. Ann and I were cruising along in our "old" '77 3.0 Carrera, with an even older and rarer 356 Carrera 2, belonging to Rich Oakes, in front of us. In our rear view mirror was a very mean but beautiful midnight blue '91 911 Turbo, belonging to J R and Suzanne Gauthier. These rambles are really a test of one's ability to restrain the urge to just blast down the always inviting and winding country roads. At every corner, that powerful little 356 would squirt away and pick up the pace a notch...what fun!

The chase, oops, I mean the ramble lead us to the Joseph Cerniglia Winery in Cavendish, VT. Fun tour and wine tasting, but the serious competitors slaved over their creative carvings in the parking lot.

Just a short blast down Rte. 103 brought us all to the Winchester Inn in Ludlow, VT. The competition began. Vic "the Witch" Oliver looked over the competition as his wife, Barbara, unloaded crates and props from the back of their 924S. Whale tails and Targa tops became display platforms for many original works of creativity. Don and Sandy Osborne built a winning pumpkin with numerous 356 parts that, I assume, fell off in route. Others used gourds, vegetables, Porsche crests, masks and hats to decorate their efforts. Pete, Ellen and Zach Engle scored with the biggest. "Mr. Bill" Gill, created by Dave and Miriam, "consumed" us all as the scariest. Fred used Cerniglia Wines as awards, and Toyo Tire donated a jacket as a grand door prize. (Just think, if you had won the jacket, you would be writing this article instead of me.) It was great to see so many new members, and "long-time no-see" old members, join in the fun that could not be dampened, even as we left in a cloud burst.

The Winchester Inn was delightful and well organized to serve our hungry crew. Fred and Judi, along with their helpers, Charlie and Meredith Bruch, did a great job of organizing this event.

Many thanks, much fun!

steve & ann

Fall Rally

September 29, 2012

Photographs by David Churcher
Story by Peter & Leigh Roessiger



Fall colors were soft and muted this year. But NCR members turned out for the event and had a great time.

Although the day dawned damp and dreary, nothing daunted the enthusiasm of the NCR members who rendezvoused at the Ossipee McDonald's on Rt 16. Twenty cars with their requisite drivers and navigators were raring to follow Hank and Ivy's rally route through 90 miles on the back roads of eastern NH and western Maine. The Cowles made sure we all had our packets and had signed waivers before giving us instructions and sending us off at one minute intervals.

Our route would take us from West Ossipee to North Conway via Freedom, Brownfield and Fryeburg, Maine and back into NH over Hurricane Mountain through Bartlett and the White Mountain National Forest, ending at Horsefeathers Restaurant back in North Conway. To ensure we were all thoroughly engaged and alert, Hank and Ivy prepared a sheet of 30 questions that challenged us to follow not only the route instructions but also to solve the riddles along the way. No fill in the usual blanks – this was like living a *Sunday Times* crossword puzzle.

Our adventure took us through many areas of the North Country we'd never driven through and we live in this area! We drove past a farm featuring polled Herefords and a store named Stogie Holler. Peter's love is his 911 but mine is early New England architecture and we passed it in abundance. Lovely old homes and rambling farmhouses with names such as "Poor Jenkins Farm" and "Footloose Farm" were set behind stonewalls against a backdrop of foliage just beginning to turn. The swamp maples were the most brilliant – an almost fluorescent red and orange – interspersed with the yellow and green needles of the tamaracks. The light mist we experienced throughout the day only served to enhance the lushness of the landscape.

The highlight for us was driving Hurricane Mountain Road. We'd heard about it from a friend who is a cycling enthusiast but had never driven it. What a ride! The twists and turns had me clutching the door handle and trying to help Peter by leaning into the turns all the while hoping

a moose wouldn't decide to run out at us. Seeing all the places on the road where people had bottomed out was sobering enough to keep the driver in line.

We had decided not to take the optional drive to Cathedral Ledge as we had seen it on prior occasions and in more clement weather, so we headed through Bartlett and onto Bear Notch Road and a race through to the Kancamagus. Amazingly, the only real traffic we encountered was after we turned off the Kanc into Conway before the turn off at West Road and our rally finale at Horsefeathers.

There we spotted Hank directing us to the reserved parking area he had told us about earlier and it was just as he said, "...just opposite a restaurant called a 'Taste of Thigh' – oops, I mean Thai!"

Once inside, we gathered to order a hot lunch and adult beverages before launching into our post rally adventure stories and much anticipated rally results. Our ever ebullient rally chair announced the awards. The Novice winners were Richard and Lisa Towle – much was made of the fact that one of the rally clue answers was "Towle Masonry." First place went to Mike and Biff Gratton, second to Jay Gratton and Judy Hendrickson, and third to Peter and Leigh Roessiger who were awarded the additional privilege of writing this story for *Northlander*.





Photographs above: some detailed directions for Miriam who was kind enough to drive the photographer around the course, more of the muted colors of autumn 2012. And a red 911 adds some color of its own.

Page 17:

Although not used as a clue, and not open for business, the ice cream shop made for a nice photograph.

While descending Hurricane Ridge Rich Willey was aware of a fast closing Miriam Dunster and indicated she should pass on his right.

Happy NCR members arrive at Horsefeathers in North Conway for apres rally lunch.





Photographs above:

David and Hank were engrossed in thought and discussion. About cameras or Porsches? Neither ... deciding on ordering a Cline or a Bogle Merlot. Photograph by Ivy Cowles.

Mike and Biff Gratton were very Merlot too.

Lisa and Richard Towle are all smiles after winning the novice prize.

BTW

One more thing...

Our Novice Rally winners, the Towles, were in an accident on the way home from the fall rally – everyone is just fine although the Porsche is a little bruised. They are more in love with the 911 than ever before as the Porsche held up extremely well. But the kid’s car “that pulled out in front of them” (I believe a Toyota) did not hold up so well. (German engineering is something isn’t it?) Anyway, the Towles had sent along an email thanking Jane and Steve I believe for hanging with them until everything was taken care of. That is what the club is all about – “the people”. Again everyone was fine, and the email was priceless regarding how Rich thought his wife would never like the Porsche again but instead can’t wait for it to be fixed – and we shall see them at future events! Thought I would share the story.

Ivy



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DE Season Ender and Dinner September 15 - 16

Photographs by David Churcher



We don't have any text to go with this photo spread but Mark's DE column gives an account of salient points. The photographs here are from the Monday session and are the last this photographer will take before spring arrives. Spring is a long time coming.

Page 21: Brett Wright's 935 and Kristin Allen.

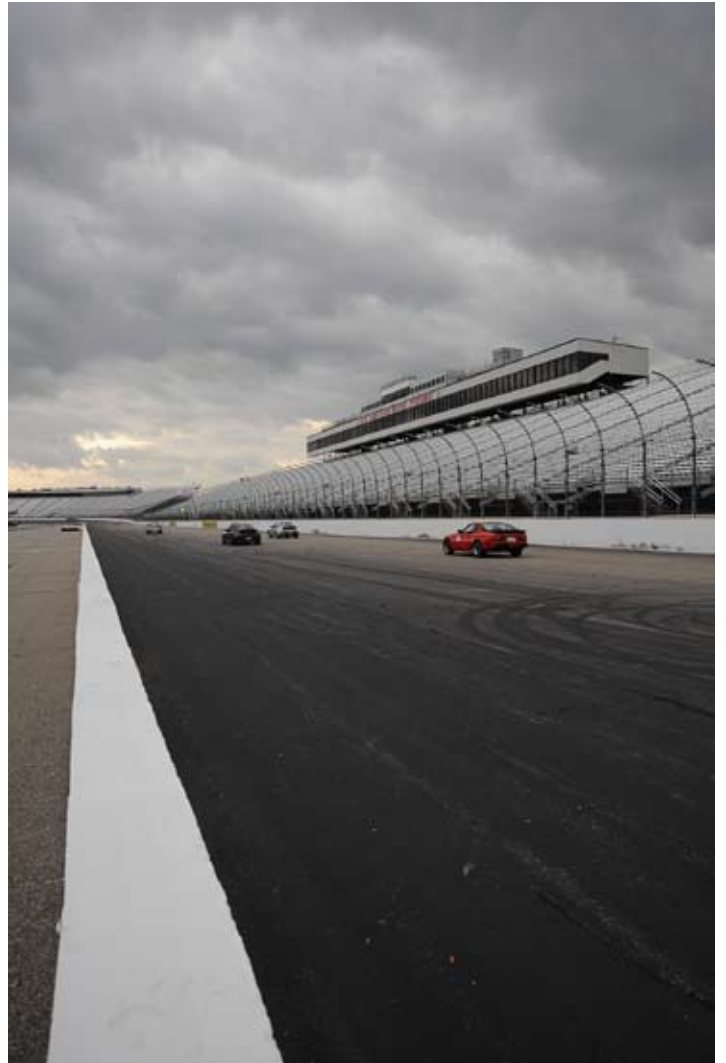
Page 22: Blair shows his award for most abused instructor. Jackson Romanowski is dressed to drive.

Page 23: Mark finds humor in his work. Brett Wright and his dad George work on the camber settings.

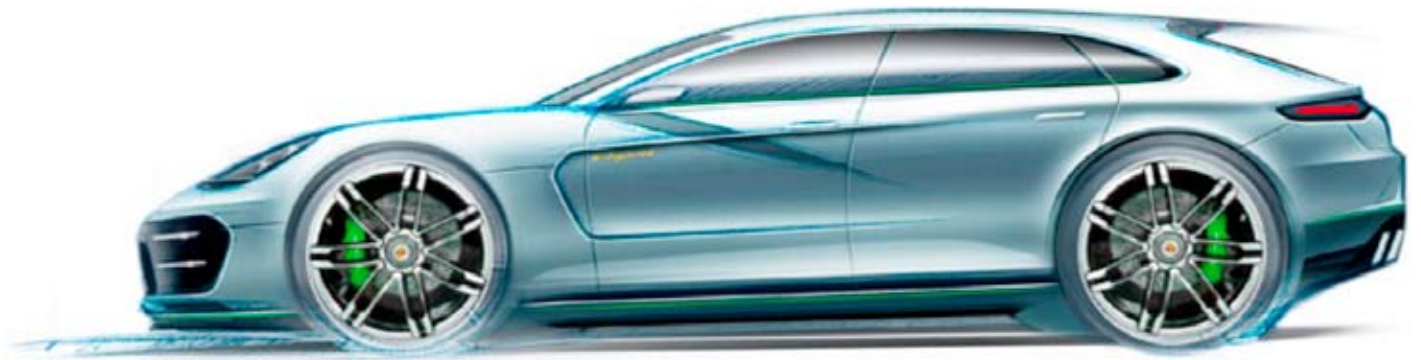
Page 24: Blair Talbot and Bill Kalgren discuss the technicalities of hood support systems.











Macan

It's not all about the cars or the races ... before all that there is a lot of work done by artists, stylists, modelers, and engineers.

Their efforts go through many stages before even prototypes are seen, or bagged by spies. There is a lot of art before the engineering and a lot of art in the engineering.

The concept drawings shown here are from the Porsche site and are perhaps usually passed over on the way to pages on the site with more recent and realistic images.

Pause for a moment. Enjoy the art.



Our New Goodie Store is now open!

Christmas is NOT a long time coming!!!

Is your Christmas List complete?

- Track shoes
- New book on Porsche racing history
- NCR sweatshirt for grandson
- Camera Mount
- Cordless Impact Wrench
- Road Wrap Paint Protection film
- Tire Gauge
- Balaclava
- Driving gloves
- More Horsepower (oops!! Out of stock)

We are adding items weekly – keep checking in for new items

Keep an eye open for clearance items!!!



On Day 2 at Lime Rock there was a new member that broke his car early in the day. Well, lo and behold Cheese and Cheezette (AKA the Cowles) offered to trailer his car all the way back to Porsche of Nashua (4 hour drive). And to top it off, he got to drive the RS America back while his car was trailered. We could not leave him stranded there. So anyway we had told him that his payment was to write a page on how it really is about the people. He was more than grateful, let me tell you. We saved him about a \$700.00 tow.

But the story gets even better. Like I said he is a new member to NCR, and turns out that his dad had a few Porsches at one point or another. Custie (the new member) told us he built a blue remote control Porsche when he was younger and he still has it. When he built it he said someday he was going to have a real "blue" Porsche. That is what he has now, his dream came true this year. That is the car we towed back for him and it should not be much on the repair bill as I believe he blew hoses on the car.

... above text from Ivy Cowles

Custie's article follows below ...

From: Custie Crampton

Date: October 5, 2012

To: [ivy](#)

Subject: Another huge thank you

Ivy,

Just wanted to say thank you and Hank again for generously helping me out at Lime Rock. I got my car fixed and back in my garage, just the price to play hard I guess. Not stopping me though from pushing my desire to learn and be the best driver I can be.

I'd like to submit this article to the NCR newsletter if possible, figured you'd know who to get it to. Has a little history before going to the awesome thing you did for me. Also let me know if this is too long, I tend to ramble, and hopefully my grammar is not that bad.

NCR Members Rock!

When I grew up my dad had several Porsches -- 914s, 944s -- so my love started at an early age. Not really being in a position to acquire said passion, I built a remote control version of a blue 993 Turbo when I graduated from college **to hold me over**. I didn't spare any expense, it had a carbon fiber frame, 4 wheel drive, oil shocks, the fastest electric motor I could buy and it did close to 35 mph. So fast that I didn't consider it a toy but a vision of what I want to experience some day.

I had a Camaro when I was in high school and did the normal teenage racing around, heading to the beach. I used to have the fantasy that some race team owner would see me driving fast and want to pull me over to ask me to race for his team. Yes, I said in my fantasy. Back to reality, I started a job, got married, had kids, had to sell my go fast boat and my M3 convertible for more practical vehicles. Last year, hard work paid off and I was in a position to buy a nice car. I had lost my way and put money down on 2013 GT500, but is there a better way to solve a mid-life crisis than to have a stock 660hp pony car. I had bought my wife a 2012 GT 5.0 convertible last summer so I was tainted.

Then destiny happened. Searching through Autotrader I saw it. If it wasn't blue I probably would never have clicked on the link but there it is was, a 2007 midnight blue 911 turbo, I had already built my dream car (the remote control version) and the real version had to be blue. It was a private seller so I looked to see where it was located and I couldn't believe it, it was one town over from a town I was dropping my kids off for the weekend, over an hour away but conveniently located where I was going. **Obsession** had a strong hold on me and I had to test drive my dream car. The smell, the sound, the seats, the gauges everything was exhilarating. I had to go back to pick up my kids the next day and scheduled another test drive with the wife before picking up the kids.

... continued on page the next page

Living in Merrimack, I drove to work through Nashua more times than I can count. And when they were widening Rt. 3, I had to go really slow through Nashua, but the worst part was having to drive by that Porsche dealership every day. I have to give it to them they picked a good location to market their products. And when I drove through with the wife, I would **always** say "Someday...someday." Well on that Sunday test drive, the wife said "That 'someday' is now!"

Now I know it's not a new car but it was new to me and knowing I was so close to owning a Porsche of my own.. well ... prevented some sleeping at night. It was out of warranty, I knew I was going to have to fix things but **that obsession** clouded all judgment. And then another passion came back to me, I also owned a house on Winnepesaukee and drove by NHMS every weekend. I saw all the personal cars pulling up to the gate, numbers on the side, trailers with cars and I could see them going up over the bowl. I had the same "someday" thoughts every time I drove by NHMS. So when I purchased the turbo there was no doubt that I wanted to track the car.

Doing research I learned of DEs and the Porsche clubs. I found the NCR website and quickly became a member and even missed a kid's basketball game to attend the new membership gathering this spring. There I had multiple conversations with great folks that shared a similar passion. I signed up for the first two DEs at NHMS this year and couldn't believe how nice folks were, willing to help a newbie with many questions. I was a little afraid I wouldn't get along with my instructors but both were fantastic so I wanted more and signed up for Lime Rock.

Lime Rock was a tremendous experience: the track, my instructor AND the members! On Day 2, my coolant hosing came loose and broke, spilling coolant all over the place, luckily off the track. There I was a three hours' drive away from home with a car that was not drivable. Multiple club members were offering advice even had a mechanic point out the problem. Just when I was about to start calling around for a tow, NCR club members Hank and Ivy Cowles offered to tow my car back to NH for me. Huh? Are people really this nice! I even got to drive their RS back, though I had to stare at my baby on the stretcher. I can't possibly thank them enough. Looking back at my passion of owning a Porsche, driving on a track nothing compares to experience of belonging to a great club, a Porsche Club. Thank you NCR, thank you Ivy and Hank, my instructors **and** those who plan these great events. A passion is more fun when you get to share it.

Custie Crampton

NCR member '12









Hurricane Ridge, NCR Fall Rally 2012



Probably the most famous four-legged NCR member, Sabrina, Judy Hendrickson's beloved Wire-haired Dachshund passed away in September at the ripe old age of 17 and a half years.

The photograph above, and the following text, is from Deb Gratton

I took the picture at Watkins Glen the summer that Jay was eligible to track (I think age 18). That would have to be July, 1997. Somehow, it doesn't seem that Sabrina could have lived that long but I have a different shot of Sabrina on the same day and the date stamp on that picture is 7-5-97.

Some catch phrases maybe - our favorite track dog, track mascot, four on the floor.

That day Bob and Sandy Brooks provided all of us from NCR with a cookout. We were sitting around and made a poster presentation to Jay about "coming of age".

I know that I became very fond of Sabrina at that point as did many of us. Sabrina was like an NCR member.

2012 Wine Tour

Photographs by Biff Gratton



A panorama of Porsches taken from the vantage point of the tower in the photograph at left.



A Spyder replica in the vineyard.

Page 34: Biff and Kim Saal (he is in the tower taking the panorama and is the owner and host of the house in the photograph). This was the starting location, Westport, Mass with coffee, tea, juice and assorted pastries served by host and hostess Mr. & Mrs Kim Saal. Steve Ross is giving last minute route instructions and lunch recommendations to the group. Mike and Biff and John and Audry Amarante at Coastal Vineyards in South Dartmouth, Mass. A beautiful sunny day, on wonderful country and shore roads, in a part of Mass and RI that only locals usually get to see.





Walpole Pig Roast September 22, 2012

Photographs by Jay Gratton



Porschefest At Larz Anderson, September 8, 2012

iPhonography by Toni Surdam



Sometimes it is just not convenient to drag the DSLR camera around. But an iPhone camera can record some artsie photographs on such occasions. Toni was at the Larz Anderson event without her Canon but was still inspired to take a few shots which caught her eye.



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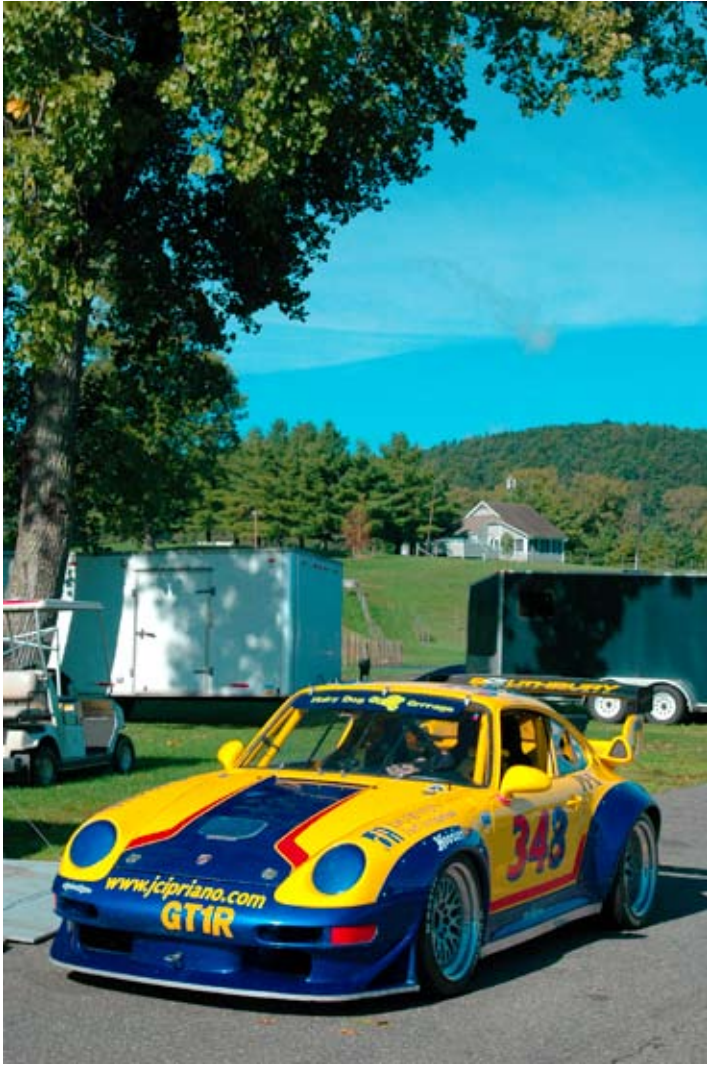
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DE At Lime Rock Park, September 19, 2012

Photographs by Ivy Cowles







NCR Fall Get Away at Mount Washington ... photograph by Jay Gratton.

Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.

- * **CHANGE THE OIL AND FILTER**
- * **FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- * **CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- * **OVERINFLATE THE TIRES TO 50%**
- * **LEAVE THE WINDOWS OPEN 1 INCH**
- * **INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- * **LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- * **WASH AND DRY THE CAR**
- * **APPLY A FRESH COAT OF WAX**
- * **REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- * **MOVE THE CAR TO A DRY LOCATION FOR STORAGE**

PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.



The Rolling Chicane ... continued from page 6

The next 6 months saw Barry, Rob and I exchanging e-mails about the 914 and how Rob was winning (and eventually won) his class in the NER autocross series. Then finally the e-mail came; they were ready to sell the car. I confirmed I still wanted it and we settled on me picking it up that coming weekend. I went down to Marblehead, MA, to Barry's home and drove my new/old 914 for the first time in 7 years. The experience was like putting on an old pair of sneakers, the car just fit me and we meshed together perfectly. She remembered me and I remembered her right down to the exact amount of gas she

needed in her Webbers to fire right up. We were back together finally and the old saying that distance makes the heart grown fonder was so very true.

I loaded Tang onto the trailer and pulled her home to my parents in Kennebunk for winter storage. But before her winter hibernation could begin, Tang and I took one last blast up the Maine coast to reconnect. This time around we are skipping the dating process and getting right back into our full-blown relationship. While cars can't talk or smile, I know my trusty 914 is glad to be home with her new/old "patient" owner. We will both see you in the spring at an NCR event and I am sure my very "patient" and understanding wife will be in the passenger seat. Drive safely!



Tang is back home

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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. The Tech Inspection is NOT ALWAYS a free service.

Name	Position	Phone
German Auto Service, Inc.	Maine	☎ 207-282-3013
Ayer European Auto Restoration	Maine	☎ 207-582-3618
Autosportnortheast	Maine	☎ 207-698-1000
Exotech	New Hampshire	☎ 603-382-3599
Sports & Vintage Car	New Hampshire	☎ 603-675-2623
Loader Imports	New Hampshire	☎ 603-887-0911
Series 900	New Hampshire	☎ 603-883-0090
Porsche of Nashua	New Hampshire	☎ 603-595-1707
Blair Talbot Motors	New Hampshire	☎ 603-740-9911
Precision Imports	New Hampshire	☎ 603-624-1113
AVA Restoration	New Hampshire	☎ 603-583-8910
ISP Motorsports	New Hampshire	☎ 603-477-9738
Continental Automotive Repair Service	New York	☎ 845-356-2277
Auto Union	Vermont	☎ 802-223-2401
Green Mountain Performance Co.	Vermont	☎ 802-775-3433
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Rennline Inc	Vermont	☎ 802 893 7366
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continues on page 48 ...

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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.

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

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Porsche race car by P. Hearsey - ZONE 1 class winner award
911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
356 Roadster at North Andover commons by Susanna Weber - NER region - class winner

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



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

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

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

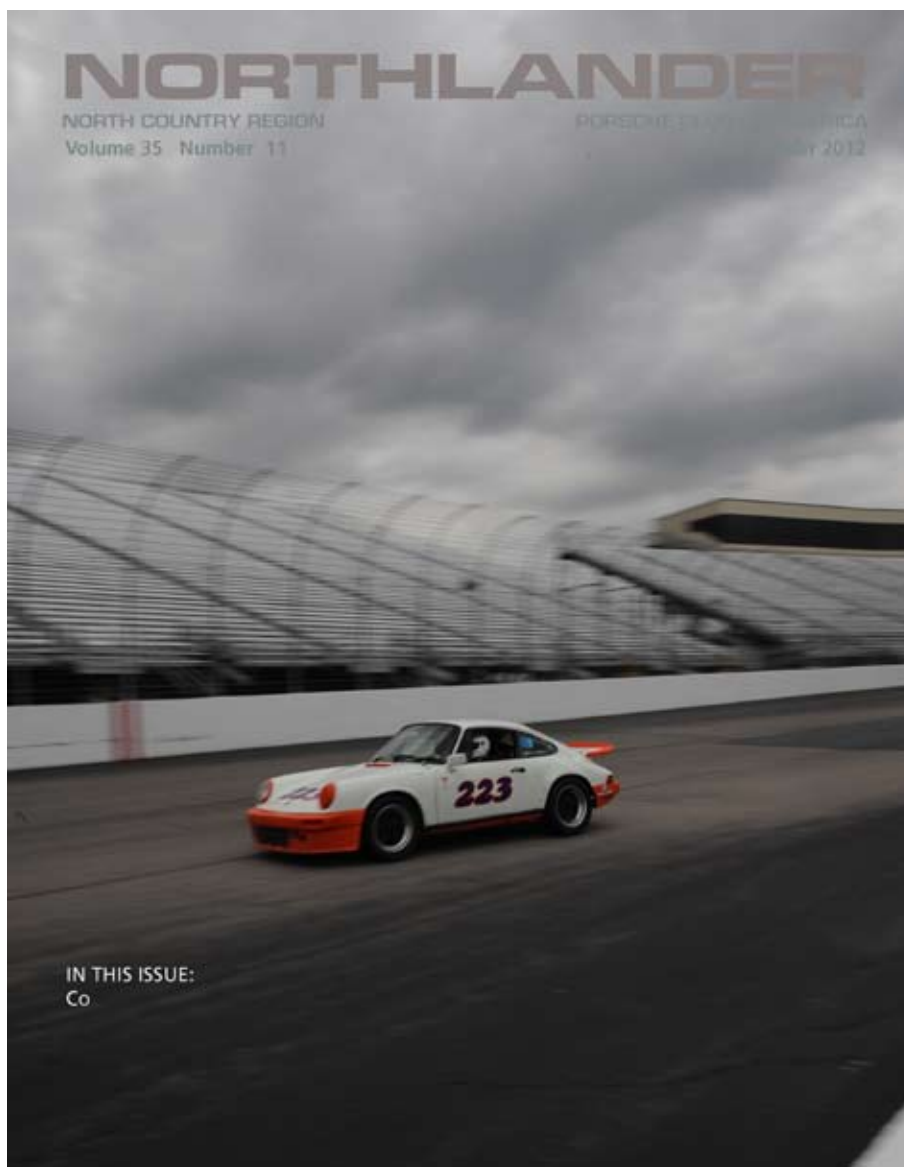
Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.

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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



Almost the cover ...

Sometimes the photographer brackets his shots using shutter speeds from 180th, 125th, and 90th of a second. Somedays none of these efforts result in a suitable sharp photo with blur background. And we noticed this only after looking for the driver of car 223. As things turned out the number being used was the blue number on the rear side window ... and that led us to Fred Best ... nice shot but just not sharp enough for our cover.

NEXT MONTH

AIM Tech Session
NCR Banquet 2012



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Volume 35 Number 11 November 2012

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