

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 32 Number 9

September 2009

IN THIS ISSUE:
MT. TREMBLANT & CALABOGIE REPORT
DE AT NHMS
AUGUST RALLY
AUTOCROSS #4
VISIT BY ELLEN BECK





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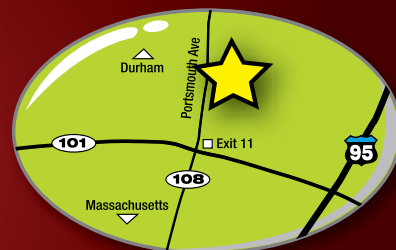


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NORTHLANDER

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PORSCHE CLUB OF AMERICA
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On the cover

Autocross #4, August 23rd, was a **very** hot day. The heat did not stop everyone enjoying a great day on a course designed to be a challenge. It was such a challenge we saw more spins in one day than in the whole season to date. Our photographers congratulate the course designers. :-)

Photograph by David Churcher

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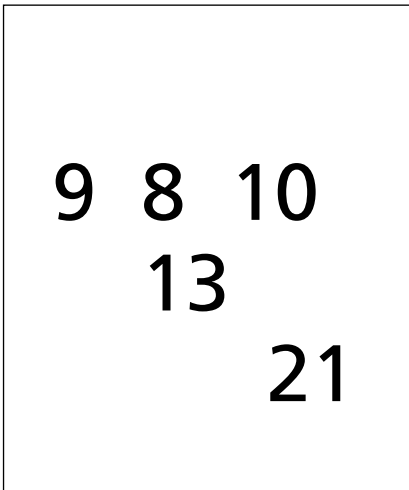
The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 46 for advertising rates.

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SEPTEMBER 2009
AT A GLANCE

Date/Time	Event Information	Contact
September 8 6pm	Board Meeting	president@ncr-pca.org
September 9 7am	DE - NER at Watkins Glen	de@ncr-pca.org
September 10 7am	DE - NER at NHMS	de@ncr-pca.org
September 13 8am	NCR AX # 5 - Devens	autocross@ncr-pca.org
September 21 7am	DE - Limerock	de@ncr-pca.org
October 3 8am	Fall Rally	rally@ncr-pca.org
October 10 7am	DE - NHMS	de@ncr-pca.org
October 10 10am	MAW Charity Laps	charity@ncr-pca.org
October 13 6pm	Board Meeting	board@ncr-pca.org
October 17 8am	Resort Getaway Weekend	social@ncr-pca.org
October 18 8am	NER AX - Devens	autocross@ncr-pca.org
November 10 6pm	Board Meeting	president@ncr-pca.org
November 14 6pm	Banquet / Annual meeting	social@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



Ivy Leonard

I guess most of us feel we deserve a refund for the summer of 2009...

Where did our summer go?

It seems as if it was just yesterday I was telling everyone our spring season is almost upon us, and with that, the time to get those Porsches out and shined up for the spring and summer events fast approaching on our NCR calendar. Now, not only has the spring season just wisped by, but the summer has almost become a thing of the past as well. Wow! Where have the months gone? Is it just me or is it that time seems to pass by faster all the time?

In short order the excitement of things turning green, flowers blooming, and birds chirping has now turned into somewhat of a sad moment for me as we approach the end of August. More than half the year is over.

I remember being so excited that there were no busses on the road, and kids were in the yards playing, laughing, and smiling. It meant school was out, proof positive that summer was upon us. Those cabriolets with the tops down...yes...it meant summer was upon us.

Unfortunately I guess most of us feel we deserve a refund for the summer of 2009. At least I do, with our record rainfall in June and through a good part of July. Total wash outs everywhere... golf courses closed, water parks with perhaps 50 people inside when there should have been hundreds. Outdoor events cancelled, and none of those cabriolet tops down. (Well, I do know of one that was down, at an inopportune time – but I cannot believe the plastic quickly thrown over the open top kept the ride home from the mall as dry as had been hoped!)

So, although we may hope for an extended Indian Summer this year, I guess it is time to get our minds thinking of the beautiful autumn season. I know some of you

think that fall is merely a precursor to winter – there may be some truth to that. But there is still so much to enjoy about fall... the crisp mornings, clear air, and mosquito-free evenings! Of course, above all, here in New England we are blessed with our magnificent fall foliage. The leaves turning bright orange and red, a fiery display orchestrated by Mother Nature and free for all of us to enjoy. Those in this country who have never experienced our fall foliage don't know what they are missing. And although more than forty falls have turned over on my personal calendar I look forward to viewing the beauty of our autumn leaves each fall as if it was my first. There is little else in any life that brings with it such beauty in passing.

...Track junkies, you know that is not what I meant...

So in spite of tearing pages off the calendar, and before shutting off the lights in the garage for the winter, there are still plenty of events that we hope you can plan on attending with us as we approach fall. To many, this is the best time of year, so no need to put those cars away yet. Throw on that last layer of wax and join us for the next autocross, the next rally, the fall DE event benefiting Make-A-Wish and its charity laps, or our annual overnight at the Balsams. The schedule really has something for everyone. If you haven't done an event with us yet, consider one of these in our fall lineup. I can promise you that you'll feel right at home, and that you'll have a terrific time.

See you all soon!

Calendar link:

http://www.ncr-pca.org/index.php/component?option=com_jcalpro/Itemid,46/



David Churcher



Unexpected surprises. They can catch you off guard and be an unexpected pleasure. For example: you may well be reading the shortest Churcher editorial ever written.

Why would this editorial necessarily be a short one? It has been a busy month, and now it is close to its end and *Northlander* is just coming together. It has been a month where in I have seen a project go pear shaped, then go from there to worse, and I have had some unexpected surprises of the nicer kind too.

It was in the middle of the pear shaped event I became quite disgusted and wished for a nice event. And, at that point, I received an email from Judy to invite me to join her on a day trip with the 356 group. A ride down to Connecticut with the group to have a barbecue. An unexpected surprise.

Could this get any better? Oh, yes. Judy added we would need to depart early Sunday so come over for dinner. Of course I offered to bring the usual Aus red and after I retrieved the cork screw from downstairs I found the bottle was a screw cap. Another unexpected surprise. Dinner was, of course, wonderful...tuna from the grill, veggies from the garden, and finished off with a Tasmanian "sticky" (that's Aus for dessert wine).

Sunday morning, hot and sticky, so we passed on the 356 and took Jelly Bean. Judy had prepared with military precision ... water bottles in the door pockets, walkie talkies, and meeting point instructions.

Our rendezvous was in Rhode Island and the plan was to take a guided tour through Rhode Island and cross over to

Connecticut for a continuation of the tour through beautiful farmlands, mansions, and real Porsche driving roads. Our Porsche train attracted a lot of attention and we received waves from other motor heads in hot rods and antiques all sharing the same passion as we have. Our potty stop found a new GT3 following us into the parking area ... the driver could not resist joining in to see what we were all about. He was of course invited to tag along to the barbecue.

As we arrived in Mystic another enthusiast in a Cayman went by, turned and followed us only to find he was invited to a barbecue. Unexpected surprises.

It was a great day. More than I anticipated. Wonderful hospitality. And it all proves you don't need a 911 to have fun with a Porsche. If space permits I will include a few shots of the day in this issue of *Northlander*. If I can't get them in ... please go to www.type356.org and you will see them there.

Unexpected surprises. They make life worthwhile. Like an American sage once said: "life is like a box of chocolates."

Many thanks to Craig and Amy Bush for their hospitality. Thanks too to Bill DiCorpo and Bill Sooter for their photography enthusiasm. And thanks, Judy. An unexpected surprise.

Could this get any better? Oh, yes. Judy added we would need to depart early Sunday so come over for dinner ...

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DIRECTIONS: I-95 to Spaulding Turnpike, exit 8W (sign reads: Madbury); RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive, after bend, #89 on right. WELCOME



Lisa Roche

New Members:

Wayne C. Butler
Jaffrey, NH – 1984 930 Turbo

Rob Cummings
Tammy Cummings
Jaffrey, NH – 2009 911

Ken M. Goodman
Rhoda Goodman
Center Harbor, NH – 2003 911

Dennis A. Mascetta
Buzzards Bay, MA – 1996 Carrera

Thomas W. Sheehan
Joan R. Sheehan
Pittsburgh, NH – 2005 Boxster

Paul L. Termin
Ellen Benjamin
New Ipswich, NH – 1979 911SC

Member Anniversaries:

1 Year:

Dean S. Bowen
Nottingham, NH – 1986 911

Bob Britton
Hancock, NH – 1979 928

William F. Butler
Robert P. Butler
North Salem, NH – 1986 951

Andrew Capaul
Campton, NH – 1988 911

Jonathan M. Carter
Brentwood, NH – 1986 Carrera

Gary F. Sargent
Linda Sargent
New London, NH – 1983 944

Shawn M. Shambo
Amy Shambo
Rye, NH – 1987 911

2 Years:

Cynthia J. Bogert
Ian C. Bogert
Rye, NH – 1961 356B

Ron Burton
Hooksett, NH – 1987 911

Dave L. Cosentino
Kate Cosentino
Andover, MA – 2007 911

Roswitha Fuller
Fred Fuller
Amherst, NH – 2002 Boxster

Gary M. Levine
Hanover, NH – 2007 Cayman

Jason C. Loy
Richard Loy
Amherst, NH – 1983 944

Michael J. Nadeau
Joyce Nadeau
Amherst, NH – 1983 911

Bogdan A. Urma
Brighton, MA – Unknown

5 Years:

Tania Brice Coffin
Keene, NH – 1985 944

Bob Corbett
Tracy Corbett
Windham, NH – 1987 911

Russell M. Lawson
Cathy Coe
Hollis, NH – 1983 944

John T. MacDonald
Hank Wallace
Southboro, MA - 1984 944

continued on page 29 ...

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



Jay Gratton

THE ROLLING CHICANE



I would like to take this opportunity to thank the people who made all of this possible. I want to thank my dad for finding the car, I want to thank Matt Romanowski for helping me get the car road worthy, I want to thank my Uncle Steve (NCR's Chief Instructor) for letting me on the track and I would like to thank everyone in the red run group for their patients and understanding at our August NHMS event. But a person needs to know when the time has come to hang it up and move on. I am officially announcing the retirement of my beloved 1973 914 1.7 from DE events. Oh wait, maybe I should back up a little and announce that I am officially going to be putting the 914 on the track in the first place. How ironic that I am announcing the beginning and the end of a car's track career in the same article.

Ever since I sold my 924S track car to my buddy Matt Romanowski back in the spring I have not been driving on the track since the only Porsche I had left was my 76 horsepower 914 1.7 liter. So far this driving season I had just been instructing at the track, which I do enjoy, but I have missed driving a great deal. After being at Mt. Tremblant for 3 days back in July I quietly decided that I was going to put the 914 on the track. I have always driven 914's on the track and they have always been set up nicely for the track. However, my current 914 is the exact way it rolled off the showroom floor in 1973. The car only has 24,000 miles on it and it has the original shocks and brake pads in it still. The 1.7 is mind-numbingly slow (I think a lawn tractor is faster), has a ridiculous amount of body roll to it and has 165 series tires on it still. Never the less, I was

determined to drive at the next track event.

I really enjoyed driving into NHMS that day as everyone I think gets a kick out of seeing the older cars out there. Even during the morning instructors meeting, my Uncle Steve couldn't resist the urge to tease me and the 914 by informing the other instructors that we would be doing something different today and that there would be a "rolling chicane" out on the track and to be patient with it in the corners and aware of their closing speeds. Of course this got everyone laughing, including myself.

I had 4 run sessions that day and I drove them all and had a blast. Of course I was lapped constantly, but it didn't matter because I had the biggest smile on my face. I honestly think that I could have gotten out and run faster than I went up turn 3, but this did not dampen my spirits. In fact, I took out a different person who wanted to ride in my little time capsule for each of my sessions. The thing I kept telling myself that made me laugh was that this car as it was set up as one of the premier handling cars of the 1970's. How far Porsche has come! While I had a good time driving the 914 at NHMS that day, I don't think she will be making a return trip to the track anytime soon as that itch has now be scratched. But then again, our Lime Rock DE event is coming up this fall and if Michael Jordan can come back again and again, why can't the 914 1.7? Stay tuned!



Judy Hendrickson

LOOKING BACK

If only the design inspiration shown here could once again be applied to transform Detroit iron into something to be desired ...

It was a hard “pick” for the “Looking Back” article this month. There were amusing tidbits from 1979 – like the announcement of a PCA national dues increase from \$24 to \$30 effective September 1, 1979 and the musings from the Vermont contingent of members about whether they had the talent/experience to take over management of the region as Mike Grishman and his team tired of the duties – they would later break off and form Green Mountain Region. From 1989 there were great articles about the Vermont Rally, Concours and Lobster Bake at the Breakwater Inn in Kennebunkport. And from 1999, there was another great narrative by Ellen Beck on the adventures of the Women of North Country (Miriam, me and Ellen) at the Mt Tremblant Parade. However, I chose the following article and picture from 1989 about a unique Porsche timeless in design and because I just read in the Wall Street Journal that Fiat will be building Chrysler products in their recently acquired Bertone facilities. If only the design inspiration shown here could once again be applied to transform Detroit iron into something to be desired. Note the use of the Mahle “gas-burner” magnesium alloys later used on the 914/6 and the 911T. I wonder what one-of-a-kind and rare Porsches will once again be on display at this year’s Monterey Historic happenings where Porsche is once again the featured marque. Let’s hope some one of our number was in attendance and will share their story and pictures with us again.

From September/October 1989, Volume 12, Number 5

“A Day Late”

by Don Osborne

A true “one-off” car, this Bertone bodied 911 was displayed at the Geneva Auto

Show in March 1966. It was commissioned by John von Nieumannafter he noted the absence of any 911 roadster or convertible model available at the time. He decided to investigate the pros and cons of having one built in Europe that he could import through his firm on the West Coast. You may remember that, in 1951, von Nieumann brought the first Porsche to California (and the West Coast, for that matter). A friend of Max Hoffman’s, the first Porsche distributor in the country, von Nieumann opened his own shop in N. Hollywood, California in 1948 and named it Competition Motors. Although he focused on service, he sold cars too.

Nuccio Bertone, of Turin, Italy, was chosen to design and build this special roadster body on a 911 chassis, one that would meet U.S. regulations. According to Karl Ludvigsen, in his book *Excellence Was Expected*, the result was a tour de force, “a masterful blending of Italian flair with Germanic solidity.”

The car is a true convertible, with electric windows, but the folded top is so neatly covered under a rear-deck lid that it looks like a roadster. Bertone added to that effect according to Ludvigsen, “by wrapping a groove around the front base of the windshield that curved back and below the window sill of each door and into an air inlet at each side of the rear deck”.

continued on page 37 ...



Paul Frucci

the hope is to have a new road course built for the 2011 season ...

As I write this, I'm getting ready to head up to Watkins Glen for the second and last time this summer. Given that the Zone 1 48 Hours event back in June was almost totally rained out, I'm keeping a close eye on the forecast. I don't think I could handle another 3 days of rain. Yeah, yeah, it's good for you I know, but that doesn't mean I have to like it. Mmmmm.... chance of showers every day it says on weather.com. There's always a chance of showers, right? Gotta think positive. ☺

Closer to home, our August 7th "Heat of the Summer" is now in the books and the weather for that could not have been better. No incidents (save a few spins and mechanical issues), a very pleasant social gathering at the end of the day, and a weekend to look forward to afterwards made this a great way to spend a summertime Friday.

I was able to have a conversation with NHMS track management this month regarding our schedule for 2010. I am hoping we will get our summer weekend event back for next year at NHMS, but that is not something we can count on given the low priority car clubs like PCA get in scheduling weekends. But we're trying! On a positive note, some of you may have heard rumors or read articles in the paper suggesting that the road course at NHMS may "go away" as a result of some of the changes they are making to accommodate NASCAR. Well, I was told in no uncertain terms that the road course will be there for us next year, and that the hope is to have a new road course built for the 2011 season. Once a new course is built, it is even possible that there will then be two courses running events simultaneously, but there was no commitment on that. So take a deep breath, we will be running at NHMS next year and I hope to have a preliminary set of dates within a month or so.

Our next NCR "hosted" event will be at Lime Rock on September 21st, closely followed by our season ending Columbus

Day weekend at NHMS October 10th, 11th, and 12th. Make sure you have it on your calendars. This will be our charity event weekend for the Make a Wish Foundation. On Saturday there will be an opportunity for you to drive your "street" car and take passengers out for parade laps during a lunchtime session. Check out the website and Motorsports.reg for more information and to register. We'll also be offering "Taste of the Track" ride alongs with an NCR instructor for a small donation to Make a Wish, so if there is anyone you know that you think would like to see what it's like driving around NHMS at speed, this will be the weekend to bring them along!

Well, that's about it for now. As always I welcome your comments. Feel free to reach out to me at de@ncr-pca.org.

See you at the track!



More August DE photographs on page 28

**North
Country
Region's
3-Day Driver's
Education Event**



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newhampshire/](http://www.wish.org/newhampshire/)
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Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during a mid-day session *in your own car!*
(At reduced speeds, with no passing) No helmets are needed, and passengers, including children, *are* allowed.
(Note parental waiver requirements below) Come into the pits at any time to swap passengers and registered drivers.
This is a great opportunity to drive “parade laps” at NHMS in your daily driver or Porsche! Participants may be PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features.
Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am
On Track at approx 12:30pm. (Schedule on actual day of event may vary slightly)

Driver's Meeting (MANDATORY – wristbands will be issued to drivers) All drivers and passengers MUST attend a short Driver's Meeting. The Driver's Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Track Sampler

Still not had enough? Sign up for the **Track Sampler**, where an approved Instructor will take you out in a regular DE (Driver's Education) run session in *their* track car to show you first hand what DE is all about. Your instructor will give you a real “Taste of the Track”. This is the perfect opportunity to see if this activity is for you, and all proceeds go to Make-A-Wish! Scheduling for the Track Samplers is based on the schedule of run groups on the day of the event and how many request we have – interest in Track Samplers has increased significantly the last few years. Arriving earlier in the day and being available for a period of time will allow us to best accommodate your Track Sampler!

NOTE: LONG sleeves and LONG pants are required for the Track Sampler. A few loaner helmets are available.

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: Mailing info below, or bring to the track on the day of the event !

Name _____ Add'l Drivers _____
Address _____
Phone (day) _____ Phone (evening) _____
Email _____ (Req'd for additional info prior to event)

PCA Region _____ PCA # _____ or, Guest of _____
Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$25.00 per car
_____ Track Samplers @ \$25.00 per person
_____ Long sleeve event Shirts @20.00 each – Size ___M___L___XL___XXL___
_____ Total Amount Enclosed (ALL Checks payable to NCR-PCA)

Mail a copy of this page and check (Payable to NCR-PCA) to:
Paul Tallo, 6 Greenfield Dr, Hudson, NH 03051 (603) 594-9696 day/work (603) 759-2581 (cell), charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration)

Call for 2010 Officers

By Matt Romanowski, Chair, Nominating Committee

Yes, it's that time again. Time to start searching for who will lead and run North Country Region for 2010.

Mark Watson, Jaime Gratton and myself will serve as the nominating committee. Our task is to find and interview qualified candidates for the four elected offices of NCR: President, Vice-President, Secretary and Treasurer. We will gladly receive any suggestions for candidates for these offices as well as for any of the various committees that are vital to the running of NCR. We will pass on the names of those wishing to chair or help with the various committees, as these jobs are presidential appointments.

The only qualification for office (other than Treasurer) is that you be a member in good standing of PCA/NCR and that you have a strong desire to work to make this the best club it can be. For Treasurer, we would also like you to be comfortable (or at least familiar) with numbers and computer accounting programs, like Quick Books.

There will definitely be turnover in the officers for NCR for 2010 as Treasurer Pete Petersen has reached his term limit. He is willing to work with the new Treasurer to pass on the NCR books and information to ensure a smooth financial transition.

Please contact Mark, Jaime or myself if you are interested in serving or have any suggestions as to who would serve the club at:

Matt Romanowski matt@jrplastics.com 603-674-3250 (C)

Mark Watson mark.watson@bms.com

Jaime Gratton davjaim@netscape.com

We are looking for a volunteer to staff the Tech Chair Position for 2010.

The Tech Chairperson is responsible for:

1. Working with the board to identify technical topics of interest to the club members.
2. Locating speakers willing to share their expertise on these topics.
3. Coordinating the event logistics with the hosting organization or selected location.
4. Attending each of the Tech Sessions.
5. Attending the Zone 1 Tech Tactics Session.
6. Ensuring articles are written for each Tech Session.

Most of the Tech Sessions are held in the January to April, so the planning needs to be completed by December of this year. The current Tech Chair is available to review the background for the position.

Contact president@ncr-pca.org for additional information.

NCR'S COASTAL/POKER RALLY: FIRST TIMERS' LUCK

Paul Termin
Ellen Benjamin



On the morning of August 22nd, the second NCR Road Rally of the season began at Porsche of Stratham. Twenty-five eager drivers gathered to hear the rules of the road for the morning's Poker Rally, and to enjoy the generously provided early morning coffee and donuts. The plan was simple. with two minutes between each car departure, the driver(s) would follow a detailed set of driving/mileage directions to pick up a series of sealed envelopes placed at various stopping points along the route. Each envelope would contain a single playing card. At the end of the rally, the group would meet in Wells, Maine at the Merriland Farm Restaurant for lunch and to see which driver(s) had accumulated the "best hand" of five cards. This was not a timed rally but one focused on enjoying the day, the scenery, and being part of a team of drivers who would no doubt have fun navigating the morning's routing.

We were first timers for at this NCR event although we had participated in previous time/distance rallies. We had recently moved to New Ipswich, New Hampshire from St. Paul, Minnesota where we had been active members of the NordStern (North Star) Region—assisting at the driving schools and at special club events. As a result of our summer household move, we had forfeited our annual opportunity to stretch our Porsche legs at Brainerd International Raceway, Road America, and Heartland racetracks. We were eagerly looking for a group of likeminded individuals who enjoyed the camaraderie that comes with a shared appreciation of Porsches, driving, and racing. We found the NCR members to fit the bill. Unfortunately we had not yet brought our 930 Turbo or our track 911 Porsche out to New Hampshire. They remained in Minnesota safely tucked away in a temperature-controlled garage.

So we sheepishly entered the Rally driving our late model Toyota Tundra and hoped to hang toward the back of the pack so as not to embarrass the other drivers (try to be inconspicuous in a bright red half-ton piece of sheet metal).

Jim Gratton had spent a great deal of energy planning a route that would be both a driving challenge and a touring pleasure. His efforts were appreciated as the drivers wound their way through the narrow roads of eastern New Hampshire and into Maine. Most drivers traveled in pairs although some solo players were required to keep their eyes both on the road as well as on the detailed driving instructions—not an easy task. We made our way from Stratham to York Harbor to Mount Agamenticus (where the views and the caretaker's pet porcupine were interesting sights) through Kittery and Ogunquit and finally to Merriland. Jay

had built in some special challenges as many of the roads were unmarked or were marked only by small handwritten signs that could be easily overlooked. Seeing another Porsche driver coming in the opposite direction on a road raised immediate questions of who was lost and who was on the right path. What was Edgar doing returning from the direction we had thought was correct? Why were three Porsches cutting across a road that was not marked or indicated in the instructions? Were our cumulative odometer readings correct or had we missed the turnoff? As area novices, we soon learned that following someone who confidently told us that they knew the local roads could be a recipe for error. Not being familiar at all with the major roads (much less the minor ones), we found ourselves spreading maps out on the dashboard of our car (no GPS at hand). If we became lost, we imagined ourselves ending up in Canada.

The Rally had both the collegial flavor of a club event and a tiny competitive edge similar to that found in *The Amazing Race* as drivers tried to move as quickly as possible to retrieve the envelopes they needed. Although there was no true finisher and no one was eliminated, there was satisfaction in following the directions efficiently. Although backtracking after

missing a turn was frustrating, those who became lost took it in good spirits. We all finally gathered at midday on the beautiful lawn at Merriland Farm Restaurant. The rain had managed to hold off until after lunch thanks to Hurricane Bill.

Lunch was shared in an area set aside for the drivers and we soon learned the outcome of the coveted playing card envelopes. The three best hands went to the Weiners, the Broadheads, and the Demetris. Thanks to Deb Gratton's careful planning, they each received special winners gifts in recognition of their "only by luck" results since the envelopes were sealed and no one could have known what their card selections contained until the end of the rally.

As for us, we experienced first timer's luck—we drew the only Joker out of 104 available playing cards. As a result, dear reader, the writing of this rally review was our "prize." Our true reward, however, was a chance to participate in a lovely morning of driving, road challenges, great scenery, Big Daddy's Ice Cream, and a chance to interact with NCR members; an opportunity we hope to experience again in the near future. The next Road Rally is scheduled for October 3rd to look at early foliage and will no doubt have a clever theme. Set the morning aside for another great NCR event--participate and enjoy the ride.



Photograph on page 15 is Ellen and Paul, our newest NCR members, and "winners" of the rally.

All photographs by David Churcher



Clockwise from top:

The beaches in Maine provided some summer scenery.

Harry and Ed caught up on topics including the news of the day: Porsche is now VW.

Jim presided over the drivers' meeting offering advice and reminding us speed was not an issue.



Counter clockwise from top left:

John Demetry keeps the engine running while Liz goes to retrieve an envelope. It contained cards good enough for second prize.

The Golden Rod was a clue.

Resident Porcupine.

All smiles ... Rob Weiner receives first prize!

Arrival at the restaurant.



AUTOCROSS #4, AUGUST 23 A PHOTO ESSAY

David Churcher



The grid was always hot and always colorful.

Dan Mull is a seasoned photographer usually found shooting Bimmers ... he joined us Sunday and reciprocated spotting and shooting with David.

All photographs in this article by David Churcher.





Who is that making a smoke show?

That would be Christopher Fahy.



Who is that waiting patiently in the heat?

That would be Greg Osche!

Who is that short cutting the corner ... again?

That would be Ron Mann!





From the top:

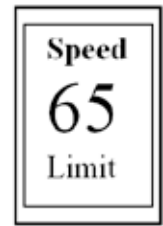
Suzy Kelly showing some deceleration in to the gate.

Chris Ryan leans in to the gate.

And, Sigrid whips thru the tight turn ... the one some other people short cut. :-)



From the far side of



Gary M. Levine

Based on no data at all, I suspect the principal reason most of us drive a Porsche is the unique balance of handling and performance with a pinch of exclusivity thrown in. Over the past twenty years, as the marque evolved, there has been a greater emphasis placed on horsepower. Thirty years ago, I was told by a Porsche Sage that a Porsche was a "rolling car," meaning once you had it moving and on the cam, it came alive. Today, buy a late model Porsche (perhaps with the exception of a 6 cylinder Cayenne) and blast off! The emphasis on accelerative performance is no doubt a response to a very competitive marketplace. Who amongst us didn't cringe when the leading car magazines awarded the Nissan GT-R a higher rating than a Porsche Turbo?

Porsches, as most contemporary high performance cars, are too damn fast. Most can exceed the speed limit in second of six or seven gears. In the days of my youth, a car that could break the zero to sixty barrier in under ten seconds was considered hot. Many sports cars of the 356 era were hard pressed to beat twelve to fifteen seconds! Equipped with swing axles, narrow, bias ply tires and no computer stability program to Save Your Ass, a 356 reached the limit of adhesion at what was a "catcheable," low speed event. The lack of low end (or any) torque made it necessary to keep the tach up and over 4 grand. For any given circumstance, there was one correct gear or the engine would either stumble or overrev. The high differential ratio and four short, close ratio transmission gears made 60 mph seem like 100. And of course, you really did need to double clutch those downshifts. Drivability was a function of the weather and your most frequent tune up. Who remembers adjusting valves, rejettin the Webers each season or a device called a Unisyn? (If you do, honk twice.)

We have progressed from a time when the driver was more capable than the car to the present where very few of us can fully exploit the performance offered. (Another plug for DE events.) Although, there is something of *My Dog* (or insert appropriate body part) *Is Bigger Than Your Dog*, in buying a high performance car,

the reality is that we've upped the sensory enjoyment threshold to a level that can be frustrating when you are in a 55 mph zone with a 160 mph car. In retrospect, it didn't seem any less fun driving the '71 911 of my youth with its 2200 pounds, 130HP, 185/70 tires, than driving my Cayman. The Cayman has twice the horsepower and carries 500+ pounds of sensors, controllers, computers, airbags and accessories. (Maybe that's why a lot of you cherish your classic cars.)

However, don't write me off as a complete curmudgeon, as I appreciate many of the benefits of the present day such as wide, sticky performance tires, a compliant (adjustable) suspension and turbine like engine drivability, not to mention A/C that can really cool on a summer day, convertible tops that are rainproof and megawatt sound systems that can wake the dead. Let's face it; with computer engine mapping and abundant torque, you can cruise around in one of three or four gears without protest from the drive train. I spend most of my driving time trundling along between 2000 and 4000 rpm in third or fourth. While accelerating in traffic, I'll often skip a gear or two, using 1-2-4 or 1-2-3-5. Maybe once a day I have the opportunity to wind it out to near the redline in second (aka an "Italian tune-up").

Perhaps the ultimate throw down for over powered cars is Launch Control, a "must have-can't live without" option available on top of the line Porsches with the compumannual PDK transmission. This software directs the double shaft/clutch gearbox to maximally accelerate from a standstill. All the program requires is to disable the traction control, step on the brake, floor the gas pedal (revving and holding the engine to 4000 rpm) and letting go of the brake. A silicon chip deep within a blackbox avoids excessive wheelspin by controlling throttle position and executing perfect, split second upshifts. Whereas any contemporary Porsche will get to 60 mph in well under six seconds with minimal abuse, launch control makes it a fourpoint something second experience. I get it! No need to exercise *skill* in balancing throttle and

clutch. Oh, I forgot, there's no clutch pedal. Maybe that useless left foot can be trained to text message!

So here you are, on your way to work in traffic or making a milk or beer run to the neighborhood market and you have a sudden, insatiable desire for speed when the light turns green. Or need to drag race a pimply kid in a Mustang Cobra. Or maybe, you want to take your \$100K baby to the local drag strip. Or maybe you want to wear out \$2000 in rubber in the mall parking lot early one Sunday morning. The problem I have with this "advance" is that it makes no sense. It abrogates driving skill to a computer program. And it can't be good for the drive train. Although Porsches are built tough and have a great warranty, I doubt they are tough enough to blithely accept repeated shuttle launches. Four or five years down the line, someone, unlikely Herr Dr. Ing. Porsche is going to pay. However, there are people who really need a compumannual transmission in a sports car. Among them, Long John Silver, the lazy and inept.

Enough complaining. Let's enjoy the present. As our carbon dioxide saturated future approaches, I expect the days of excess will end and we will long for the present as we are forced to drive green fuel cell/hybrid/plug in carbon fiber personal movement appliances. Or take the bus.

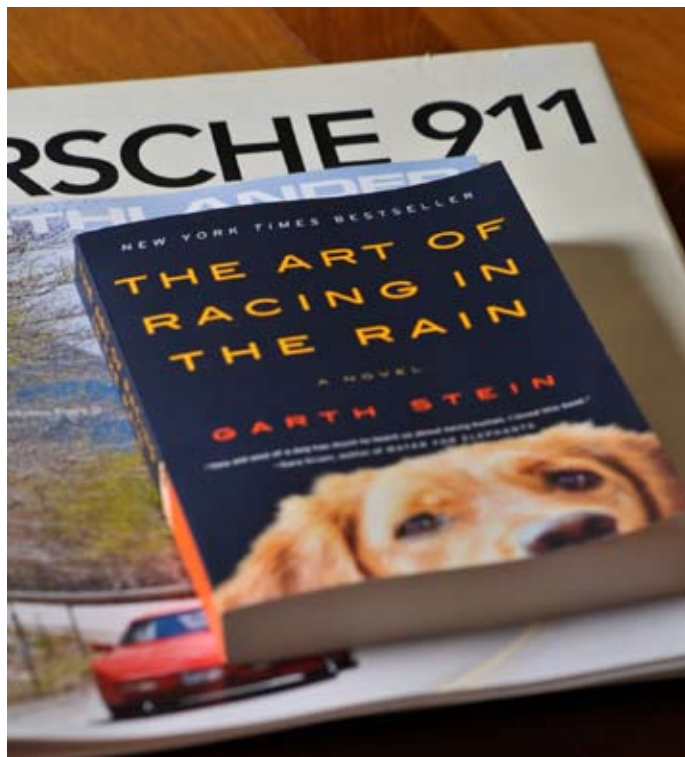
AN HISTORIC VISIT TO NH BY THE PCA NATIONAL HISTORIAN

In late July Ellen Beck returned to NH for an all too short visit. Some of the NCR members gathered at Matt and Xana's house for a sentimental visit and a BBQ. The photographs snapped by David Churcher prove, once again, it's not all about the cars.



BOOK REVIEW

Matt Romanowski



The Art of Racing In The Rain

by Garth Stein

It doesn't take any more reading than the first page to realize this isn't your normal racing book ...

I'll admit it. I'm a sucker for anything to do with racing. Books, magazines, photographs, stories. Pretty much anything that involves motor sports is okay in my opinion.

At a recent get together of friends at my house, someone handed me the book *The Art of Racing in the Rain*, by Garth Stein. A quick comment of "It's your turn to read this" was the only direction I received. I figured with a title like that, it must be a good book. A day or two later I settled in to start reading and found a wonderful book.

It doesn't take any more reading than the first page to realize this isn't your normal racing book. First, it is written from the perspective of Enzo, the dog. A lab terrier mix of questionable background, he belongs to Denny Swift. He languishes throughout the book about his lack of opposable thumbs and floppy tongue that doesn't allow him to speak. Despite his deficiencies, Enzo loves his owner and has taken a keen interest in racing and has accumulated a large amount of knowledge about racing and life.

Denny is a race driver / Mercedes Benz service writer who has a passion for racing. He originally picked Enzo out of a litter of puppies. Denny goes on to marry Eve and have a daughter, Zoe, before the challenges of life kick in. Denny is forced to put his professional racing dreams on hold to keep his family together. More and more trials and tribulations ensue then the story follows the life of Denny and Enzo. Throughout the story, Enzo stays steadfast next to Denny, Eve, and Zoe. He becomes the rock that holds the family together and keeps everyone safe.

The book is a fairly easy read and draws you in quickly. While the chapters are short, you will find yourself getting sucked in and not wanting to put the book down. For the fast readers out there, you will probably be able to finish the book in a little over a day. It will have you on the verge of tears all the way to cheering.

I suggest anyone who likes dogs, race cars, or a good little story check this book out. I think you will find it is kind of book that you like to read and pass on to a friend. It reminds you of the good and the bad, but how the good normally triumphs.

An unexpected surprise during August was the invitation of the Type356 club to join them for a ride through Rhode Island and Connecticut. to the home of Craig and Amy Bush at Mystic for a barbecue ... and to admire a dozen or so 356 porsches.



Photograph by David Churcher



Porsche of Nashua presents the Octoberfest Autoshow

To benefit Easter Seals New Hampshire



Sunday, October 4th, Noon to 3 pm

Rain date: Sunday, October 11
at **Porsche of Nashua**
170 Main Dunstable Road,
Nashua, NH

Think you have the hottest car on the road? Pre-register your automobile to be displayed in the show for a \$25 donation to Easter Seals.

To pre-register,
call: 603-595-1707
or email:
autoshow@porschenashua.com

Porsche of Nashua is hosting their second annual Octoberfest Autoshow to benefit Easter Seals New Hampshire. Stop by to check out the hottest cars around! For a \$25 registration/donation fee, you can enter and display your unique "award-worthy" vehicle for all the world to see.

- Classic & exotic vehicles on display
- Music, entertainment & prizes
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**Saturday, November 14, 2009
Cochecho Country Club, Dover, NH**

Social Time begins at 6:00 p.m. followed by a buffet dinner

More information will be available in the October Northlander.

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Membership
...continued from page 9

Robert J. McGrath
Cori McGrath
Londonderry, NH – 1973 911

Jason Rallis
Laura Rallis
Amherst, NH – 2001 Boxster

Kyle Tucker
Cynthia Tucker
Hampton, NH – Unknown

10 Years:

Tyler A. Bzdak
Casey Bzdak
Derry, NH – 1975 911

John A. Mellen
Carol A. Mellen
Mirror Lake, NH – 2004 C4S

Andrew K. Plastiras
Weare, NH – 1986 951



Photographs on page 28 from the NHMS DE day "In The Heat Of The Summer" ...

Ivy tapes her car ... in yellow of course ... aliens came to visit ... Margo Otey turned some fast laps ... pretty Porsches all in a line.

Photographs by David Churcher.

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October 3, Fall Rally

Please mark your calendars for the Fall Rally. The planning for the Rally is in its infancy stage, but with early fall colors and the promise of something different, it should be a lot of fun. More information will follow on the web-site.

2009 Concours d'Elegance

Date: September 26, 2009

Time: 10:30 AM to 2:30 PM

Location: Merriland Farm Café

545 Coles Hill Rd.

Wells, Maine 04090

The 2009 Concours d'Elegance will be held on a grassy field overlooking a small Par 3 golf course (9 holes). There is also a driving range at Merriland Farm. The Concours area is far enough removed from both the golf course and the driving range to prevent possible damage to a car by an errant golf ball.

The Café at Merriland Farm has an excellent menu. The owner/chef is a car buff, who was most accommodating to our needs at our recent Poker Rally (August 22nd). Everyone in attendance at the Poker Rally spoke highly of the Café's fare and as the site for our annual Concours.

The Concours will take place from 10:30 to 2:30 with judging starting at noon. This will be a "Touring Class" Concours. It will be exteriors, interiors and trunks (no engine compartments or undercarriage). There will be a People's Choice Award along with several prizes. A "display only" area will be established for Porsches in attendance, but not being judged. Entrance fee will be \$10.00 per car **OR** 2 or 3 non-perishable food items with all donations (food & money given to a food bank).

Anyone attending is welcome to compete in our "Closest to the Pin" Contest at the driving range. A small basket is \$4.00 and a large basket is \$5.00. If you wish to play a round of golf to help improve your "short game" I would recommend a 9 iron, wedge and a putter. The course fee is \$13.00 for 9 and \$20.00 for 18 holes. Carts are not available as holes range from 63 yards to 119 yards in length.

If you have any questions please email me: jeg911@aol.com or call me: Jim Gratton (207) 985-2999

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REPORT ON MT. TREMBLANT & CALABOGIE DE EVENTS



Mark Schnoerr



The PCA 6 Day on 2 tracks Canada Trip was a blast!

Two great European style racetracks, greats Bed & Breakfast lodgings, super restaurants, a jazz festival, and lots of great people. It rained a little at both tracks, but mostly, it was dry.

I drove Dave Grant's yellow GT3 in a few sessions and in the DE enduro at Mt Tremblant where I started 3rd and ran in the pack of the first 3 cars until I boiled the rear tires trying to keep up with those Hoosier guys. The M3 was a dead reliable rocket all 3 days.

The commute from Tremblant to Calabogie was on some very scenic roads and we crossed the river on a Ferry Boat with a bunch of other racecars. Only about 3.5 hours of travel that day.

At Calabogie, I drove 3 different Porsche GT3's! Dave Grant's yellow 997 felt like a Superman suit, of course. Scruffy's (green GT3 RS autocrosser) friends, who he is always talking about at the autocrosses, brought up their orange

GT3 RS with all the RSR suspension on it, race seats, Hoosiers, etc and also a red 996 GT3 Cup car they have been sorting and learning to drive for a while. They were struggling to learn the course and thought the cars needed more work. So they asked me to take them out in my car and then turned on all the telemetry on their cars and rode with me in back to back sessions. Holy (expletive deleted) does that Cup car go and corner! The Hoosiers are huge on both cars and when they slide too much on the Cup car, they start to shudder. The RS felt much more civilized but also was a screamer. Hoosiers and the RSR suspension really make these cars come alive. In both cars, we lapped the field in Black and also White group, in 25 minute sessions. They are going to put all the Track Mate telemetry on a disc for me. I hope they overlay both cars.

For the Enduro at Calabogie, the chief instructor picked me for pole position on the start, so we thought it would be the most fun to run the M3 (the sole BMW with a bunch of Porsche's in close

formation...they seemed to be taking a lot of pictures so it should look pretty neat when we get these). I set up a good slow start right on the sweet spot of 2nd gear in the M3, got the jump on them on green and pulled them all on the drag race through turn one. The two fastest cars, a GT5R class Club Race 993 and a yellow 996 GT3, and I came by on lap one nose to tail with me trying not to lose the draft (yes I was the tail by then) with the next group already a full straight behind us. I could not maintain that pace more than a few laps, so I settled into giving up 2 to 3 seconds a lap. Only one more 944 Turbo Club Race Car was able to catch up and I waved him by. We started lapping the back markers at 20 minutes and then came in for half time at about 30 minutes. We found the differential was a little wet from boiling the fluid working the limited slip so hard. Maybe the speedo drive o-ring is giving up. It was a good time to stop.



Rain shots at Mt. Tremblant by Pierre Goyette, event photographer.

At left ... Mt. Tremblant mascot.

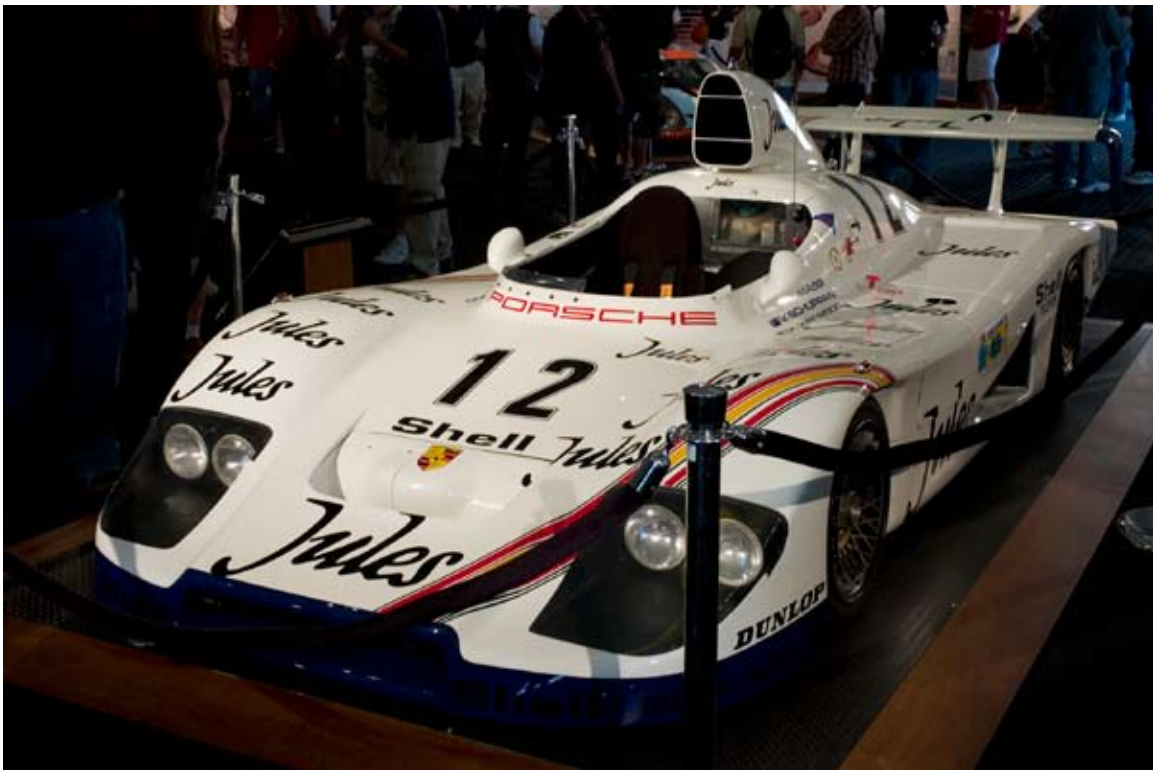
Dry shots at Calabogie by Cory Klinkenberg of 303 imaging, the track photographer





MONTEREY 2009

Don Osborne



In this issue's *Looking Back* Judy ponders the possibility of someone covering Monterey this year. *Northlander* is in luck! Don Osborne returned to Monterey traveling light with just a Leica and 28mm lens. Porsche was the featured marque this year and Don captured a few of the beauties on display.



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Looking Back

...continued from page 11

And further,

“Bertone lowered the car’s cowl as much as the Porsche’s frame structure would permit. To achieve this he designed a clever dash in which the main dials were placed vertically in the center console, just ahead of the shift lever, and angled toward the driver. The convertible’s four headlights were hidden by electrically retracted lids, which were slotted in front

of the outer beams so they could be used for signaling. The slotted motif was picked up in the way the lesser lamps were set into the front and rear bumpers. The handling of the tail, with an inset panel set above the bumper and a horizontal grill below it, was especially brilliant.”

Unfortunately, the small production run envisioned by von Nieuemann never materialized. In the fall of 1965 Porsche announced a convertible of its own, the

Targa, which it finally put into production at the end of 1966.

This one-of-a-kind beauty is currently owned by Mark Smith of Ft. Washington, Pennsylvania and was on display at the 39th Pebble Beach Concours d’Elegance (held over the weekend of August 19-20, in Carmel, California).

-D.H.O.-



Don Osborne

The sleek and elegant Bertone bodied Porsche 911. Commissioned in 1966, by John von Nieuemann, it is shown here on display at this year’s Pebble Beach Concours d’Elegance.

Golf!

Scenic Drive!

Shop!

Dine!

Tennis!

Surprise activity!



2009 NCR Get-Away Weekend

The Balsams Resort Dixville Notch, NH October 17-18, 2009

www.thebalsams.com



Last year was a blast!

North Country Region is looking to establish an annual weekend resort trip to enjoy a beautiful New England drive and the amenities of the many fine resort areas. After experiencing last year's great fun...come join us again. Be watching for the itinerary!

For those of you who missed last year's event...this year is a must! You may even find yourself playing some volleyball, crossing the bridge on the playground. Maybe even watching the Red Sox! The restoration has begun and things are looking more beautiful than ever.

Due to popular demand the 2009 trip will be to the Balsams Resort again this year. The Balsams is one of the top 700 hotels/resorts in the world according to the 2007 Conde Nast Gold List - the only Gold List hotel in New Hampshire! The Balsams received a 100% score for dining.

Visit the Balsams website for full information on the amenities that we'll enjoy, but here are a few highlights:

- Golf – as part of this package, enjoy \$ 20 greens fees (normally \$ 70) at the award winning championship golf course.
- Additional activities at the waterfront include badminton, basketball, volleyball, horseshoes, croquette, bocce and shuffleboard.
- Lake Gloriette - a sparkling, 32-acre spring-fed lake that can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast (Note – jackets are required for “gentlemen” at dinner.)

Options – make the weekend what **YOU** want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We will coordinate detailed plans with the final list of folks that sign up based on your locations. The resort will also accommodate folks who would like to add an additional night to their stay.

Since we were such a fun group Gary has been so gracious to extend the same pricing package as last year. He may own a Morgan but loves Porsches!

\$129 per person, based on double occupancy – INCLUDES accommodations, dinner, breakfast, evening entertainment and facility usage (outdoor heated pool, tennis courts, hiking trails, etc) \$179 single rate is also available.

We have a block of rooms set aside, but we must firm up a number quite early. Contact social@ncr-pca.org or JSL986s@comcast.net by **August 21st, 2009**. You'll register directly with the Balsams, but you must get on our NCR list first. **Call or FAX TO:** Reservations Department

The BALSAMS

Route 26, 1000 Cold Spring Road, Dixville Notch, New Hampshire 03756

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