

NORTHLANDER

NORTH COUNTRY REGION

Volume 32 Number 10

PORSCHE CLUB OF AMERICA

October 2009



IN THIS ISSUE:

Autocross #6

From The Far Side

NHMS Make A Wish

A Sentimental Journey

Trip Tease



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cosmetic inspection

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limited warranty
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| 3. 2005 Boxster | Atlas Grey/Black 16000 miles \$31,900. Certified |
| 4. 1999 Porsche 996 Cabriolet | Arctic Silver/grey leather/42K miles \$26,900 |
| 5. 1987 Porsche 911 Cabriolet | Midnight Blue/Cashmere/85k \$26,900 |
| 6. 2006 Porsche Cayenne | Silver/Black /26k \$35900 certified |
| 7. 2008 Porsche Cayman | Speed Yellow/ 300 miles. \$48,900 |
| 8. 2008 Porsche 997 Coupe Carrera | White/Sand Beige/ 200 miles/\$83,900 |

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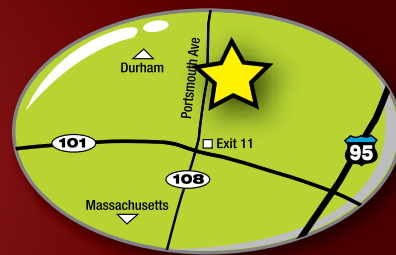


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NORTHLANDER

NORTH COUNTRY REGION
Volume 32 Number 10

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October 2009

Editors

Tracey Levasseur

207 247 3385

NCRNorthlander@ncr-pca.org

David Churcher

603 799 4688

NCRNorthlander@ncr-pca.org

Advertising

Matt Romanowski

603 674 3250

advertising@ncr-pca.org

Web site

www.ncr-pca.org

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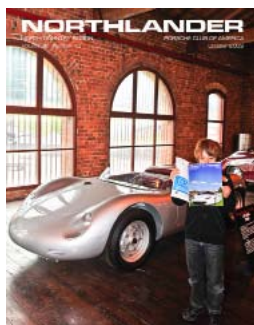
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On the cover



Alex Keiller knows a few things about Porsches ... his dad and his grand dad build the replica 917 at Kraftwerkz.

This photograph taken at the Fox Collection in Melbourne shows Alex enjoying an RSK and a copy of Northlander. For more on the collection and the trip see A Sentimental Journey in this issue.

Photograph by David Churcher



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Statement of Policy

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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.

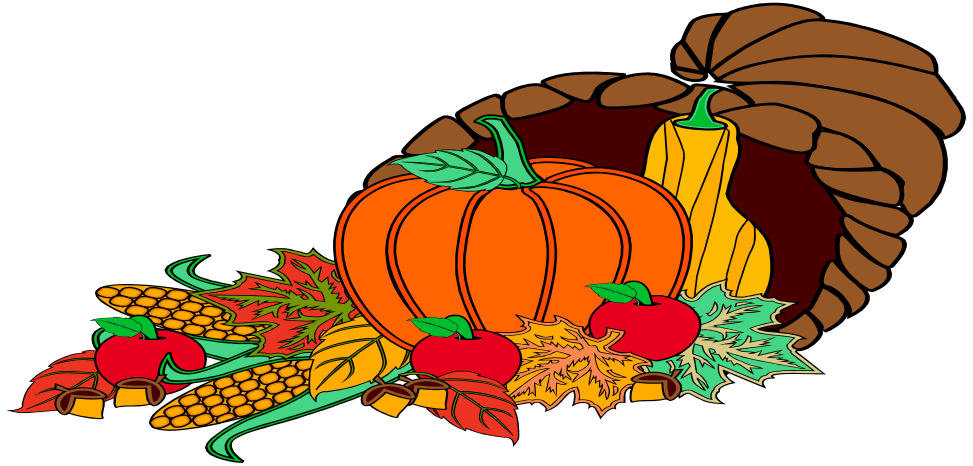
BOARD OF DIRECTORS

President	Ivy Leonard	(H) (603) 380 3782	president@ncr-pca.org
Vice President	Jay Gratton	(H) (603) 498 8576	vice-president@ncr-pca.org
Secretary	Paul Tallo	(W) (603) 594 9696	secretary@ncr-pca.org
Treasurer	Pete Petersen	(H) (207) 646 5402	treasurer@ncr-pca.org
Past President	Miriam Dunster	(H) (603) 659 8592	past-president@ncr-pca.org
Membership Chair	Lisa Roche	(H) (978) 534 0118	membership@ncr-pca.org
Newsletter Editors	Tracey Levasseur	(H) (207) 247 3385	ncrnorthlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	ncrnorthlander@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org

COMMITTEES

Advertising Manager	Matt Romanowski	(H) (603) 674 3250	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	Brian Arenstem	(H) (603) 520 6034	barenstam@metrocast.net
Charity	Paul Tallo	(W) (603) 594 9696	charity@ncr-pca.org
Chief Instructor	Steve Gratton	(H) (603) 456 2131	chief-instructor@ncr-pca.org
Concours	Deb & Jim Gratton	(H) 603 498 8576	concours@ncr-pca.org
Drivers' Ed	Paul Frucci	(H) (603) 491 2265	drivers-ed@ncr-pca.org
Rally	Jim Gratton	(H) (603) 498 8574	rally@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org
Senior "Advisors"	Edgar and Nancy Broadhead	(H) (603) 526 6578	EdNan@TDS.net
Social	Janet & John Leach	(H) (603) 433 4450	social@ncr-pca.org
Technical	Jack Saunders	(H) (603) 536 4275	tech@ncr-pca.org

3 10 13
17 18



October 2009
AT A GLANCE

Date/Time	Event Information	Contact
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	board@ncr-pca.org
November 14 6pm	Annual Banquet, Cochecho Country Club, Dover, NH	social@ncr-pca.org
December 6 10am	Annual Planning Meeting, CPI, Dover, NH	board@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

It winds 469 miles through the Blue Ridge Mountains of Virginia and North Carolina, offering some great, rhythmic driving twisties and incredible valley views ...

See the collection of photographs by Ivy and Hank from the tour on pages 27, 32 and 33

Tale of the Dragon

As most of you who read this Northlander column know I have been fortunate to have attended the Amelia Island Concours D'Elegance for the last two years. The Florida Crown Region, headquartered in Jacksonville, is very active in the organization and support of that event, and they have welcomed me as 'one of their own' on my visits there. On each trip I was impressed with their genuine warmth and lack of 'attitude', and felt that their fun-loving spirit made them seem like Dixie cousins to our own North Country Region.

Rusty Russ, their social chair, has emailed me from time to time offering invitation to various social events, but when I received word that they were planning a weekend on the 'Tail of the Dragon' it seemed the opportunity to re-unite just might work.

The 'Tail of the Dragon', as it has been dubbed principally by motorcycle enthusiasts, is an eleven mile stretch of US Route 129 that straddles the Tennessee/North Carolina border. According to those that have bothered to count, there are 318 turns and significant elevation change in those eleven miles. Bikers and car clubs from all over the country make the trek to traverse 'The Tail' in both directions, completing one pass, turning around, then heading back the other way, only to repeat the process over and over.

It sounded like a great adventure, and since one of our clients – Unum Insurance, for whom I am a primary contact – is located in Chattanooga, just over one hundred miles from 'The Dragon', it seemed the perfect opportunity to combine real business with real Porsche-kin fun.

It was indeed planned to be a multi-regional event. About twenty cars were heading north from Florida Crown with a Friday morning departure, linking up with four or five cars from the Pelican Region (Hilton Head, SC), collecting another two or three from North Carolina for a grand rendezvous at The Little Switzerland (NC) Inn Friday night. Yes, there is a Little Switzerland in NC. We arranged meetings at Unum for that Friday morning, which would allow time for the approximately four hour drive from Chattanooga to Little Switzerland and arrival to join the group there around five o'clock that evening.

With a full sixteen hour drive ahead, we loaded up Hank's RSA with luggage, cooler, GPS and speed detection equipment and headed off early Wednesday evening. The weather was good, traffic light, and other than the occasional bathroom and fuel stops we made good time through New York City and then southwest on Routes 78 and 81 into Pennsylvania. Finally, we arrived in Harrisburg as fanny fatigue put an end to the day's travels. I am sure that Hank's Recaro's are great on the track, and comfortable for an hour or two, but achy after four!

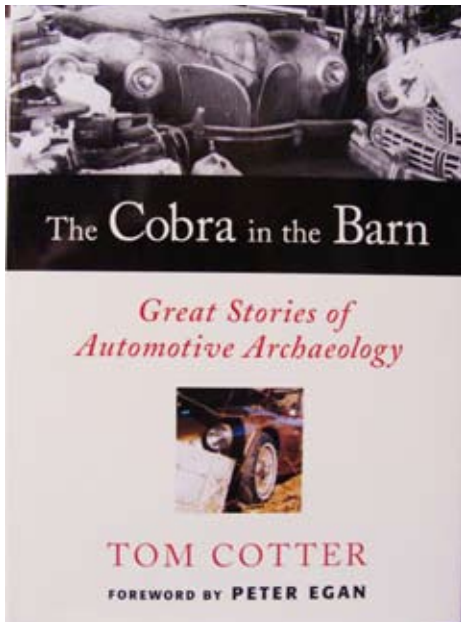
The next day's drive was a comfortable nine hours, and we arrived in Chattanooga around six o'clock Thursday evening. Meetings the next morning went well, and after lunch we headed back up Route 40 towards Knoxville, crossed into North Carolina, through Asheville, NC and then northeast on the Blue Ridge Parkway to Little Switzerland, arriving around six o'clock.

continued on page 28 ...



Tracey Levasseur

A man bought a Cobra in South Carolina, the seller stored the car in a spare bedroom of his home



Tales from Automotive Archaeologists

We've all heard those stories at cars shows, cruise nights and trackside; tales of discovering an old car stored away in a barn or shed for decades or a chance meeting with someone looking to sell an old car they don't have time to restore. Fellow gearheads listen politely to these missives jealously wishing it had been them finding that hidden automotive treasure. For a gearhead like *Road & Track* writer Tom Cotter, not only did he listen but he gathered several of these yarns for his book *The Cobra in the Barn*.

The tales in *The Cobra in the Barn* are short, most are but a few pages long. But immediately these stories of good fortune and in some cases good sleuthing make the book hard to put down. Several stories contain black and white or color photographs, sometimes before and after shots illustrating miraculous transformations. Even if you've had the pleasure of taking home a train wreck of a car and restoring it you'll be surprised at the work that went into some of the vehicles featured in this book.

Cotter refers several times to "automotive archaeology" in *The Cobra in the Barn*. In many cases the story tellers explain the vast amount of information they needed to "dig up" before, during and after acquiring their car. In one story a California man in search of a Porsche RS60/61 Spyder, rumored to be in Idaho, recounts his detective work (pre-internet days) to track down the rancher who owned it. Another chapter tells about a Massachusetts man who answered a *Hemmings Motor News* ad for an early Austin-Healey: good body, no motor or tranny. After buying the car he did some research and discovered that what

he bought was #2 of a run of four pre-production cars Austin-Healey built for the US market, making it the earliest example in existence. And then there's the Sunbeam collector who bought a "parts car" to replace the engine in his Alpine but discovered the "parts car" was an SCCA champion racer in the 1960s. After refurbishing the car he began accumulating archival race results and practice time documentation as well as setting it back on the track at vintage events.

Barns are not the exclusive hiding places for all of these motorized gems. While some were merely parked in far corners of garages others turned up in more unusual locations. A rare Allard J2X was discovered parked in a tractor trailer storage box with a race car above it suspended by chains from the box ceiling. A man bought a Cobra in South Carolina, the seller stored the car in a spare bedroom of his home. Another man risked his life recovering a customized '34 Ford coupe out of a chicken shack which was being protected by the deceased owner's wife who was wielding a shotgun!

There are dozens more of these intriguing and sometimes hilarious anecdotes in *The Cobra in the Barn*. In most instances there's a happy ending. However, Cotter dedicates the last chapter to "sleeping beauties," a surprisingly breathtaking photo essay of long-neglected cars in garages and fields that are beyond hope. But on the last page Cotter asks readers to send in stories of their interesting car finds for consideration in a sequel to *The Cobra in the Barn*.

continued on page 28 ...

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after bend, #89 on right. WELCOME



Lisa Roche

New Members:

Michael N. Conduct
Theresa A. Conduct
Lexington, MA – 1985 944

JJ B. Dunkle
Kayla Dunkle
Rochester, NH – 1995 993

Brian V. Goss
Suncook, NH – 1983 928

Michael N. Conduct
Theresa A. Conduct
Lexington, MA – 1985 944

JJ B. Dunkle
Kayla Dunkle
Rochester, NH – 1995 993

Brian V. Goss
Suncook, NH – 1983 928

Member Anniversaries:

1 Year:

Hugh Boddington
Warner, NH – 1984 944

Jimmy Locke
Tary Locke
Center Barnstead, NH – 2005
GT3

Frank Patterson
Carol Gasses
Exeter, NH – 1990 911

Carsten Schanche
Londonderry, NH – 2000 996

2 Years:

David M. Connaughton
Marilyn Connaughton
Windham, NH – 1963 356B-T6

Joseph F. Costa
Eva H. Bleich
Campton, NH – 2007 911

Claire L. Dors
Thomas E. Dors
Bow, NH – 2007 Cayman
Jim Fenn
Grantham, NH – 1987 944

Eric A. Peterson
June-Marie Peterson
Meredith, NH – 2001 Boxster

Robert S. Rudowsky
Hampton Falls, NH – 1985 911

5 Years:

Michael Catizone
Kim Catizone
Pelham, NH – 2001 Boxster

Bruce J. Parsons
Carole Parsons
New London, NH – 1995 993

10 Years:

John Demetry
Elizabeth Demetry
Francestown, NH – 2002 911

William S. Jackson
Martha Jackskon
Stratham, NH – 2006 911

David M. Porter
Prescott J. Lane
Dunbarton, NH - 1987 924

25 Years:

Elizabeth E. Ames
Brewster Ames
Francestown, NH – 1979 924

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



Jay Gratton

THE ROLLING CHICANE

“behind every great man there is an even greater women.”

I am sure you all have heard the old saying that “behind every great man there is an even greater women.” That is clearly true for my dad and mom. As many people know my parents are good at rallies, in fact they are very good, too good even. When NCR has a rally and my parents show up, those in attendance usually joke about how 2nd place is now up for grabs. Of course my parents play this phenomenon down, but it is true.

The interesting thing is I have rallied with my dad a few times and we have never been able to duplicate the success he and my mom have. In fact, at the 1994 Lake Placid Parade TSD Rally we actually came in dead last out of a few hundred participants. My dad and I placed the blame that day on the fact we were using my uncle’s 911 as it was an unfamiliar car and the odometer was way off. Clearly we were not taking the heat for our poor showing. I have never had the pleasure of rallying with my mom as a youth, probably because we would not have finished without my mom grabbing the wheel and steering us into a tree. Good thing for us I made it through my difficult adolescent years and now I am somewhat more manageable. So when my mom and I decided to partner up for the summer rally this past August that my dad chaired, we knew we were breaking all sorts of firsts with this event, but we decided to roll the dice and see what happened.

The rally started at Porsche of Stratham and Harry Robinson, always the gracious host, was there to welcome us and talk shop with us. I was all prepared to take the 914 on the rally up until there was a chance of rain in the forecast and I

decided to leave it at home (its paint has this amazing ability to turn from red to pink when it gets wet, then requiring hours of elbow grease to be brought back). Since I was only left with my pickup I decided that action must be taken to secure a worthwhile ride. Lucky for me Matt Romanowski was out of town and he made the mistake of giving me a key to his garage and the location of the key to his Mini Cooper S. Off I blasted down 101 East in Matt’s BRG Mini with the turbo spooled up and the sunroof open.

My mom and I had the pleasure of being the last car out and being the “sweep car.” My dad’s rally was a Poker Rally and the point is to follow a set of directions and make five stops along the way, pick up a playing card and at the end of the rally whoever has the best five-card hand wins. Fun? You bet! Lucky? Oh yeah! As my mother and I bombed around in the Mini along the Maine coastline we talked and laughed as we really weren’t feeling any pressure as we knew most of the roads we were on. Of course it didn’t rain and that only made the event that much better. My mom and I made it to all five check points and received a playing card at each. The rally concluded at the Merriland Farm Café in Wells, Maine (also the sight of our September 26th Concours) where all contestants were treated to a wonderful lunch while overlooking a golf course.

When it came time for everyone to play their hand of cards, ironically my mom

continued on page 29 ...



Judy Hendrickson

LOOKING BACK

Ed and Nancy met when Ed was looking for a navigator for rallies with the Touring Club of N.E. (a Boston based group), and a mutual friend suggested Nancy.

This month's pick was somewhat of a no-brainer. Edgar and Nancy Broadhead are more than an institution in NCR they are legend throughout PCA. Many of us know a lot of their PCA/NCR history, but reading through this member profile there were tidbits I must have known (I was a member when this was originally published, after all), but had apparently forgotten over the years. Read now and marvel at the adventures they've had.

From October 1979, Volume 2, Number 10

Ed and Nancy Broadhead:

Ed and his wife Nancy are charter members of North CountryRegion. Nancy is the one who provides us with the mailing labels for the newsletter. We do thank her for this because it is a rotten job to have to write out labels, and their being done by computer saves alot of work. Ed has been a member of PCA since 1959, and just missed being a charter member of Northeast Region by a few months because he didn't have a Porsche at the time. He has owned a 1300 Super Cabriolet, a 1961 Super 90 Roadster (the only one he bought new), a 1957 Speedster, a 1955 356 1500 normal coupe, a '57 550 RS Spyder, another 1961 Super 90 Roadster and his present car a 1967 911S Silver coupe. These were not necessarily owned in the same order as listed. The 1967 has not been out of the barn for a few years but will live again, as soon as Ed and Nancy finish building their new house. (Does anyone want to buy a big old farmhouse that used to be an inn and is only 1/2 mile

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continued on page 31 ...



Paul Frucci

We had people ranging from those for whom Lime Rock was their home track to those who had never been on ANY track before...

I pulled in from Lime Rock at ten o'clock last night, the trailer is still hooked to the car. Just too exhausted to deal with it yet. I need to get this update in under the wire as our *Northlander* editors are holding to presses so I can include a report on our visit to northwest Connecticut this week.

What a great two days! Our Lime Rock Fun Day event on Monday was absolutely packed and we had guests from CVR, NY Metro, NNJR, NER, and our long distance travel award went to a gentleman from St. Louis who joined us to drive Lime Rock for the first time. We had people ranging from those for whom Lime Rock was their home track to those who had never been on ANY track before, so needless to say we had a real mixed bag of experience levels. The really good news is that everyone played extremely well together and we had an incident-free event, always a very important metric of success!

The new track surface is smooooth, with lots of grip. After the first group of run sessions it seemed that those who hadn't been in a few years were feeling right at home and having just a wonderful time. Who could ask for more? Well how about another day? Some of us took advantage of the fact the CVR had an event on Tuesday and did indeed have two great days back to back. I will tell you though that there were some very fast cars out there on Tuesday but at the end of the day NCR acquitted itself very well and there were no incidents on the second day as well. There was a milestone achieved however; Ron Mann was able reach a very significant personal driving goal by breaking the one minute barrier on Tuesday. Talk about excited, he was beside himself and I promised him a shout out in this month's update to acknowledge the achievement. Congratulations Ron!

At this point it is looking good for us to return to Lime Rock next year, and we are working to once again set it up so that there will be a multiple day opportunity to drive this great road course by coordinating schedules with a neighboring PCA region. Hopefully by next month we should have some preliminary dates to share with you all.

Closer to home, we have some preliminary dates for you to mark your calendars with for 2010 at NHMS.

Here goes:

May 15th will be our Car Control Clinic
May 25th and 26th will be our first DE event

August 2nd and 3rd will be our "Heat of the Summer" event

October 18th and 19th will be our season closer.

We are still hoping to get a weekend event option that works for 2010, but at this point we have not been able to work one out. We're still working it.

By the time you read this, our final event for 2009 at NHMS on Columbus Day weekend will be behind us. We'll have a report for you in next months update.

Okay that's it for now. As always, please feel free to reach out to me with your comments and suggestions anytime at de@ncr-pca.org.

See you at the track!



North Country Region's Annual Banquet (Annual Meeting, Elections & Awards)

*Calling all Porsche Enthusiasts
The annual celebration of Porsches and People is near!*

Saturday, November 14, 2009
Cocbecho Country Club, Dover, NH

Social Time: 6:00 - 7:00 PM
Dinner and Awards: 7:00 - 8:30 PM
Music by DJ Biggz: 8:30 - 10:30 PM

Dinner will be served at your table:

Entrées:
Chicken Saltimbocca
or
Braised Beef Short Ribs

Accompanied by the following:
Garden Salad with Homemade Red Wine Vinaigrette
Roasted Root Vegetables
Rosemary-Dijon Roasted Red Potatoes
(Vegetarian entrée available upon request, please indicate on the return section below.)

Dessert:
Tuxedo Cake with Coffee or Tea

Cost per person will be \$35.00 (includes tax and gratuity). Please complete the section below and include your check made payable to: NCR-PCA. Please respond by Friday, October 30, 2009. Tie is optional; no jeans, please.

Name: _____ PCA #: _____

Address: _____ PCA Region: _____

City, State & Zip: _____

Telephone Number: _____ (day or evening) E-mail address: _____

Entrée Choice (Indicate #): _____ Chicken Saltimbocca _____ Braised Beef Short Ribs _____ Vegetarian

Please mail form and check to:

John Leach, 10 Orchard Hill Road, Greenland, NH 03840 Telephone: 603 433-4450



Joe Kraetsch

We had a bit of excitement in the afternoon when the MA State Police landed a helicopter in the middle of the course.

Autocross Season Wrap-up

Mid-August to Mid-September was a busy month for the autocross staff. We started with Autocross #4 on August 23. The turnout was a bit light with the threat of rain in the forecast. Instead we had good weather and those who showed were treated to an excellent course by Chris Darminio and John MacDonald. Scruffy really seemed to like the course as he ended up taking both FTD and top PAX for the day. Unfortunately, we had a computer crash in the middle of the afternoon and it looked like we lost all the afternoon times. This made the trophies at the end of the day difficult to say the least, but our estimates turned out to be fairly accurate. Fortunately, between the computer log files and our audit sheets, over the next week I was able to recover the event and post official results on the NCR website and in this issue of *The Northlander*.

A week later, NCR hosted the Zone 1 Autocross at Devens. The Zone 1 event also counts as NCR Autocross #5 in the points series. Over 80 drivers from at least seven different Zone 1 regions participated in the two day event. This time the forecast guaranteed rain on Saturday as the remnants of Hurricane Bill passed by New England. It was raining when we arrived and never really stopped. Chris and John set another great course that was fun even in the rain. In spite of the rain, the day was a success and most everyone seemed to have fun. Don Coburn, Zone 1 Autocross Chair, praised: "We can always look at Saturday as one of the biggest successes in Zone 1 history as the entrants truly showed a lot of grit!" The rain got heavier in the afternoon and no one seemed to mind when Don decided to stop with five runs for the day. Sunday the weather was completely

opposite—warm and sunny—a truly spectacular day. NER's Ron Mann, Jon Cowen and Jake Moreau set a challenging course that everyone had seven runs to master. The final results were the sum of each driver's best single run from each day. The contrast in weather for the two days helped identify the very best drivers—those who can perform well regardless of conditions.

In the end, North Country drivers took home ten first place trophies—more than any other region:

Winner	Class
Judy Hendrickson	S07L
Hank Wallace	S08
Chris Darminio	P02
Lisa Roche	P03L
Joe Kraetsch	P03
Susan Kelley	P12L
Barb Jacques	P14L
Chris Jacques	P14
Sigrid Schnoerr	I01L
Mark Schnoerr	I01

Kenny Conway (NER) took FTD in his 964 cup car. NCR's Lisa Roche took Ladies FTD in her black 924S. Congratulations Lisa!

Since the Zone 1 event counts in our point series and the classing is different for Zone 1, we extracted all local drivers, reclassified them to our classes and posted results on the NCR website.

Two weeks later, on September 13, we held Autocross #6, our NCR season finale. This time the weather forecast was good and in spite of low pre-registration numbers, we had a good turnout. We had a record number of novice entrants, including a lot of first timers. We had twelve in the Porsche Novice class and six in the non-Porsche Novice class. With the Season Championships still undecided for several classes, this was an exciting event. Chris Darminio set an awesome course

continued on page 29 ...

NCR Autocross #4 - August 23, 2009

Novice (PAX Indexed Class)				Raw AM	Raw PM	Raw Time	PAX Time
1	S8	Benjamin Chang	1999 996	88.169	88.774	176.943	146.508
2	P7	Dennis Mascetta	1996 Carrera 2 Cab	90.288	86.414	176.702	148.959
3	M4	Christopher Lund	1987 944 Turbo	85.105	83.499	168.604	149.383
4	P7	Barb Jacques	2001 Boxster	89.597	89.090	178.687	150.633
5	S9	Cameron Habib	2009 Carrera 4S	92.433	88.936	181.369	151.987
6	P7	Pam Mascetta	1996 Carrera 2 Cab	91.512	93.814	185.326	156.229
Strict Stock (PAX Indexed Class)							
1	S7	Jeremy Mazzariello	2007 Cayman	79.093	79.275	158.368	129.228
2	S8	Hank Wallace	1999 996	80.169	79.019	159.188	131.807
3	S8	Christopher Fahy	1999 911	80.213	80.265	160.478	132.875
4	S9	Brian Cotte	2006 C4S	81.965	78.656	160.621	134.600
5	S7	Ernest Grasso	2001 Boxster S	84.105	82.798	166.903	136.192
6	S8	Glenn Champagne	1999 996	85.493	82.827	168.320	139.369
7	S9	Roger Cotte	2006 911 4S	88.779	89.045	177.824	149.016
Production 2							
1		Joe Kraetsch	1988 924S	78.181	77.932	156.113	128.481
2		Lisa Roche	1988 924S	80.476	79.484	159.960	131.647
3		David Case	1987 944	80.921	79.333	160.254	131.889
4		Guile Wood	1983 944	87.961	83.438	171.399	141.061
Production 3							
1		Mark Schnoerr	1974 914	75.904	75.344	151.248	126.292
2		Sigrid Schnoerr	1974 914	76.992	77.397	154.389	128.914
3		Chris Darminio	1976 914	78.374	76.855	155.229	129.616
Production 4							
1		Neil Halbert	1990 944S2	79.852	77.334	157.186	131.250
2		Georges Rouhart	1993 968	86.695	83.812	170.507	142.373
3		Jack A. Saunders	1990 944S2	104.075	96.900	200.975	167.814
Production 6							
1		Chris Ryan	1976 911S	80.420	80.258	160.678	134.166
2		Jeff Johnson	1987 911 Carrera	86.470	84.865	171.335	143.064
3		Christine Skaubitis	1993 RS America	90.661	90.020	180.681	150.868
Production 7							
1		Chris Jacques	2001 Boxster	75.636	76.544	152.180	128.287
2		Oliver Lucier	1998 Boxster	78.614	80.706	159.320	134.306
Production 8							
1		ted shaw	1999 996 C2	81.771	78.630	160.401	137.303
2		michael orsini	2008 Cayman S	82.259	81.434	163.693	140.121
Production 9							
1		John T. Mac Donald	2007 997 C2S	77.791	76.304	154.095	133.446
2		Susan Kelley	2007 997 C2S	82.972	81.409	164.381	142.353

continued on next page ...

Improved (PAX Indexed Class)				Raw AM	Raw PM	Raw Time	PAX Time
1	I5	Stephen Lefebvre	2007 997C2S	73.198	73.095	146.293	126.104
2	I6	Charles Stromeyer	1997 993 turbo	76.966	75.679	152.645	132.190
3	I5	Greg Osche	2001 Boxster S	78.104	76.407	154.511	133.188
4	I5	David Tynan	2007 Cayman S	79.893	79.432	159.325	137.338
5	I5	Michael Bete	2007 Cayman S	81.491	79.284	160.775	138.588
6	I4	Thomas Hofmann	1986 951	83.917	82.495	166.412	142.781

Modified (PAX Indexed Class)							
1	M4	Ron Mann	1970 911	74.558	72.138	146.696	129.972
2	M5	Tom Frisardi	911	80.147	80.146	160.293	143.141

Top Times Of Day	Driver	Time
Raw time	Stephen Lefebvre	146.293
PAX	Stephen Lefebvre	126.104



Rag Top Time at Autocross #6

Photograph by Lesia Shaw

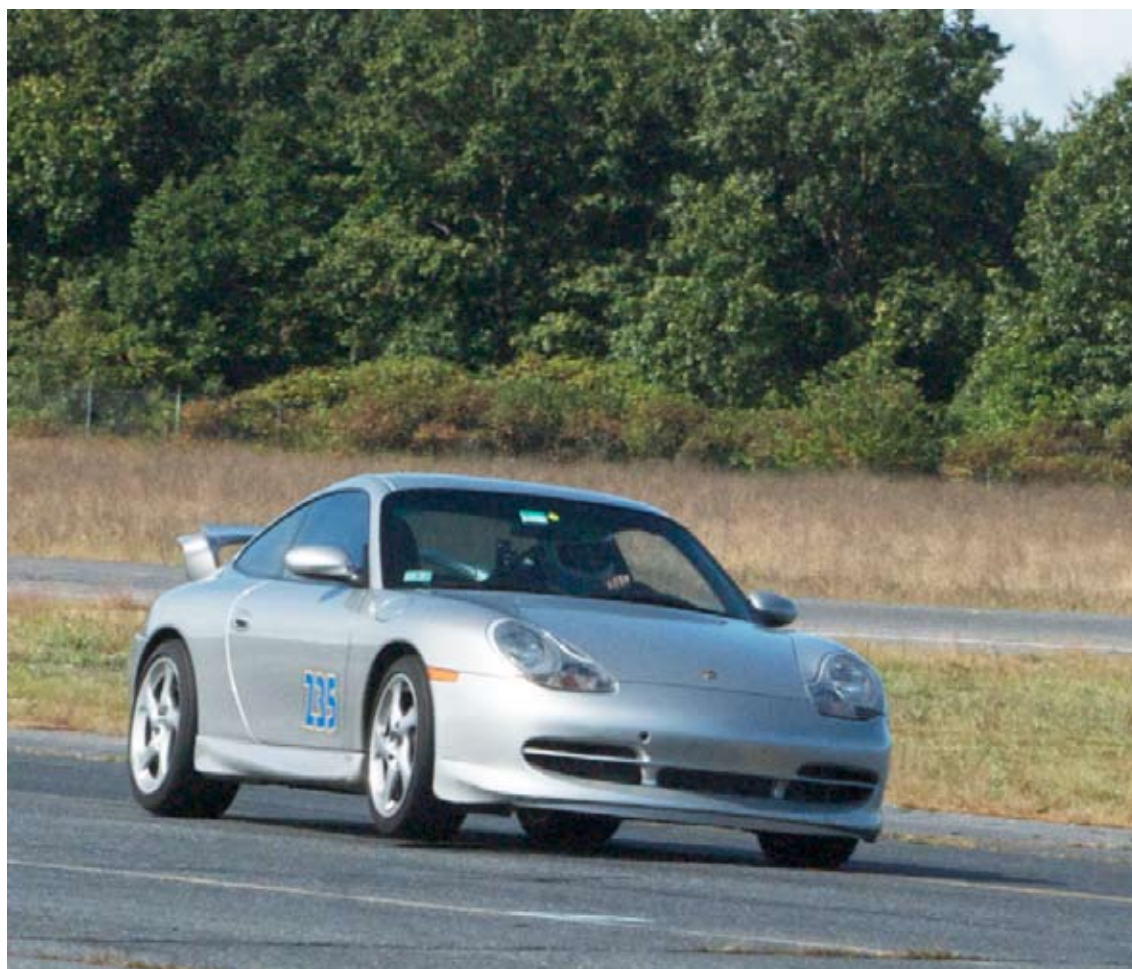
NCR Autocross #6 - September 13, 2009

Novice (PAX Indexed Class)				Raw AM	Raw PM	Raw Time	PAX Time
1	S7	Steven West	2003 Boxster	75.040	74.397	149.437	121.940
2	S8	Mark Polk	2002 c4s	74.932	73.549	148.481	122.942
3	S7	Anne Procyk	2003 Boxster	76.380	75.790	152.170	124.170
4	P7	Douglas Shealy	2007 Cayman	75.792	72.422	148.214	124.944
5	P7	Barb Jacques	2001 Boxster	76.957	73.688	150.645	126.993
6	S9	Eric Liu	2006 Carrera S	78.897	74.173	153.070	128.272
7	I4	Geoffrey McGaffigan	1986 944 Turbo	77.271	77.229	154.500	132.561
8	P6	Jobie Lay	1986 911	80.517	78.862	159.379	133.081
9	P7	Dennis Mascetta	1996 Carrera 2 Cab	80.073	79.802	159.875	134.774
10	P7	John Dunkle	1995 993	81.123	79.466	160.589	135.376
11	S7	Paul Atkin	2006 997C2	85.096	81.517	166.613	135.956
12	I6	Dana Johnston	1985 928S	86.026	80.974	167.000	144.622
Strict Stock (PAX Indexed Class)							
1	S9	Michael Tosi	2006 Carrera S	69.796	68.095	137.891	115.552
2	S7	Jeremy Mazzariello	2007 Cayman	72.946	70.700	143.646	117.215
3	S8	Christopher Fahy	1999 911	71.294	70.613	141.907	117.499
4	S7	Chris Ryan	1996 993	73.797	71.751	145.548	118.767
5	S7	Steve Ross	2000 Boxster	73.057	72.767	145.824	118.992
6	S7	Ernest Grasso	2001 Boxster S	73.700	72.930	146.630	119.650
7	S8	Glenn Champagne	1999 996	73.475	73.591	147.066	121.770
8	S2	Miriam Dunster	1987 944	79.182		DNS	
Production 2							
1		Joe Kraetsch	1988 924S	69.943	69.704	139.647	114.929
2		David Case	1987 944	71.127	70.172	141.299	116.289
3		Lisa Roche	1988 924S	72.575	69.790	142.365	117.166
4		Guile Wood	1983 944	75.128	74.487	149.615	123.133
5		Bill Aubin	1984 944	78.542	77.404	155.946	128.343
Production 3							
1		Mark Schnoerr	1974 914	67.675	67.251	134.926	112.663
2		Chris Darminio	1976 914	68.777	69.232	138.009	115.237
3		Sigrid Schnoerr	1974 914	69.442	69.254	138.696	115.811
Production 4							
1		Neil Halbert	1990 944S2	68.888	69.785	138.673	115.792
2		Georges Rouhart	1993 968	72.932	71.544	144.476	120.637
3		David Beningson	1987 944 turbo	76.477		DNS	
Production 6							
1		Robert Canter	1984 Carrera	69.189	69.215	138.404	115.567
2		Brian Lay	1986 911	71.898	70.742	142.640	119.104
3		Todd Coon	85 911 Targa	73.095	72.069	145.164	121.211
4		Jeff Johnson	1987 911 Carrera	75.549	74.528	150.077	125.314
Production 7							
1		Chris Jacques	2001 Boxster	65.734	67.359	133.093	112.197
2		Oliver Lucier	1998 Boxster	67.209	66.869	134.078	113.027
3		Fred deNapoli	2007 Cayman	69.007	68.530	137.537	115.943

continued on next page ...

Production 8				Raw AM	Raw PM	Raw Time	PAX Time
1		ted shaw	1999 996 C2	74.032	69.934	143.966	123.234
Production 9							
1		Susan Kelley	2007 997 C2S	73.923	73.830	147.753	127.954
Improved (PAX Indexed Class)							
1	15	Stephen Lefebvre	2007 997C2S	65.817	66.464	132.281	114.026
2	13	Mark Skala	1970 914-6	67.361	66.330	133.691	114.038
3	15	Greg Osche	2001 Boxster S	67.891	67.514	135.405	116.719
4	15	Scott Roche	2007 997 cs2	71.951	69.363	141.314	121.812
5	13	Steve Smith	1983 944	74.970	73.112	148.082	126.313
6	14	Greg Fontaine	1975 911 Targa	85.959	83.516	169.475	145.409
7	14	Robert Rosenblum	1989 944 Turbo S	77.071	DNF	DNF	-
Modified (PAX Indexed Class)							
1	M4	Ron Mann	1970 911	65.616	64.990	130.606	115.716

Top Times Of Day	Driver	Time
Raw time	Ron Mann	130.606
PAX	Chris Jacques	112.197

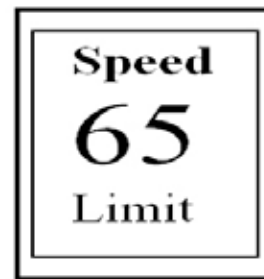


Ted Shaw at Autocross #6

*Photograph by
Lesia Shaw*

*... more photographs on
pages 22 and 23*

From the far side of.....



Gary M. Levine

The falling leaves drift by the window,
The autumn leaves of red and gold....
Johnny Mercer, circa 1947

The summers are too brief...the winters too long. As the days get shorter and the mornings chilly, it is time I start thinking about Cayman hibernation. Until I purchased the Cayman, I always drove my car through the Dark Eviltimes. A series of BMW's and Mazda RX's shod with Blizzaks got me around. But when I was able to buy the Porsche, it would not be a Snow Bunny. The lack of ground clearance and WILLIIDE tires are a bad combination for northern New England; let's not ignore the effects of salt and cinders on the body and chassis. I know some of you just tough it out, but I suspect many of us hang up the driving gloves and Pilotis, relying on some sort of Winter Beater. For me, I bought a used Subaru Impreza wagon to slog and flog through the winter. A plug for Subaru -it's a solid, well engineered car - it's got a boxer motor (although living at the wrong end of the car) with an excellent AWD platform.

I thought I would use this column to outline my OCD approach to putting the Cayman to sleep. Most of these suggestions have appeared piecemeal on our PCA and Cayman Club websites and blogs. But, for the uninitiated, I have tried to organize a step-by-step approach. The overriding principle - THE CAR MUST BE CLEAN AND DRY!

1. Fall cleanup- At the least wash the car, allow it to thoroughly dry before storing it. For those afflicted with ZCD (Zymol Compulsive Disorder) clean, clay and wax to your heart's delight).
2. Change oil and filter.

3. Check antifreeze; change it every 3-4 years (no matter what they say, it won't last for ever).

I confess that as I get older, having learned where all my shoulder girdle and upper extremity joints and muscles are located, I cheat. Since the Cayman still is under warranty, I drive down to Porsche of Nashua for an annual service and a detailing. As an aside, last year they gave me a new Cayman S as a loaner. My wife and I went out for lunch and a little shopping (now Dianne can sense a Neiman Marcus, Nordstrom's or Saks within a 50 mile radius!). The CS had 19" wheels but did not have the adjustable suspension - we both found it jiggly and noisy compared to my base Cayman that has 18-inchers and the sport package. What's more, I really didn't feel the need for an extra 50 horses.

4. Find a clean, dry, rodent free place to store the car. *

*Since we live in a clustered empty nester development, we don't have room for a third garage or have a barn. Therefore, I rent a 10x20 foot self-storage space. It runs about \$130 per month (I get a month free each year by paying in advance) and I can stash the Subie there during the summer. By canceling the liability portion of the auto insurance and just paying for comprehensive loss coverage, I recoup about \$400 a year.

If you are using a home garage shared with lesser vehicles or a drafty old barn (get a cat or some HavaHart traps), consider a zip up car storage bag to isolate baby from the elements. There are a few nice products to choose from including the Car Jacket (\$229 from www.Carbag.com) and the Rhino Shelter (\$179). For outdoor use take a look

at the Rhino Shelter Portable Garage (around \$500). I would comparison shop as the prices vary (mdmshelter.com, PortableGaragesAndShelters.com, autoanything.com). If you search the Auto Anything online store and get cookied, you'll get a sale offer a few times a week.

5. Buy an indoor car cover. I bought a nice tight fitting Dustop cover for \$164 from Auto Anything.
6. Add gas preservative, 30ml per 5 gallons of fuel, (I bought some from Griot's, www.griotsgarage.com) and fill gas tank to at least $\frac{3}{4}$ full.
7. Inflate tires to 58 psi (as recommended by Porsche).

OR: Opt for a set of Tire Cradles that are purported to prevent flat spotting and you will not need to over inflate (I do 40F/45R psi). After using them on both the Porsche and Subaru for two years, I can attest to the lack of flat spotting, but they are pricey (\$360 w/shipping) for four slabs of high density plastic.

8. Drive into garage. If using Tire Cradles in front of tires, position with bump stops facing forward and drive up onto cradles. Caution: there isn't a lot of length to the Cradles and it's easy to drive up, over and off them!
9. Do not apply parking brake - leave in gear.
10. Move manual seats forward to take tension off seat springs.
11. In order to seal off the interior, set the HVAC to recirculate.
12. I place four 750g canisters of reusable silica gel desiccant in the car to keep the interior dry, available from the Rust Store

continued on page 30 ...

North Country Region Ballot for 2009 Officers

For President

Ivy Leonard



Occupation:
Executive Assistant

Joined PCA: 2005

Porsches Owned: 1978 911 Targa, 1985 944, 1988 944 Turbo

Previous NCR Service: Social Chair, Vice President 2007/2008, President 2009

Candidate Statement: It has been almost 4 years since the purchase of my first Porsche and membership in PCA. I have made it a point to meet as many fellow members as possible by involvement in Driver Ed, Autocross, Rallies and, of course, our social events. I have also attempted to participate, where possible, in events within other PCA regions as far away as Florida Crown Region in Jacksonville. The wonderful people I have had a chance to get to know have enhanced my passion for Porsches and have become an integral part of my everyday life. It is this 'family' of NCR members that make me strive to do what I can to serve our region.

If re-elected as NCR President for 2010, I will continue my efforts to engage with all our region's members and encourage member participation in a broad base of club events during what has been a difficult economic time for many. I will work on creative ways to increase our membership ranks, and to encourage those who are members but not active into more active participation in club activities.

NCR could not ask for a better board... they have been wonderful to work with. I feel privileged to have served with them for the past year, and hope that with your support I can continue in this capacity through 2010.

For Vice President

Jay Gratton



Occupation:
Teacher-Merrimack High School & Assistant Track & Football Coach, Merrimack, NH

Joined PCA: 1988

Porsches Owned: 1973 914 1.7 & 1985 911 Carrera

Previous NCR Service: Concours Co-Chair, Tech Chair, PCA-NCR DR Instructor & PCA National Concours Judge

Candidate Statement: Being a member of NCR for over half of my life this is a great honor for me to be nominated for the position of Vice President of NCR. I have a great deal of respect for all of the accomplishments that NCR has attained over the years and I am excited to see continued growth in all of our programs.

One of my main goals will be to see the increased participation of our younger members and their families at a wide range of NCR events and at the National level, while continuing to find new ways to get younger Porsche owners to join NCR/PCA as well.

For Secretary

Toni Sardan



Occupation:
Chef

Joined PCA : 2006

Porsches Owned: 1987 911 Cabriolet Black, 1995 993 Coupe Black (Modified for Truck), 2003 996 Cabriolet Seal Grey, 2008 Cayenne GTS Meteor Grey, 2009 997 Turbo Cabriolet Black

Previous NCR Service: No official experience

Candidate Statement: After street driving Porsches since 1984, I learned very quickly how little I knew about the capabilities of these phenomenal cars when I drove my first DR event in October, 2006. My new car at that time was an '03 C4 whose power and technical sophistication well exceeded any of my previous Porsches. These properties compelled me to want to learn more and dig deeper into the cars inherent potential.

At the urging of my accomplished DR driver friend who correctly described the North Country Region as the local PCA club with a very open, welcoming and experienced membership, my husband, Lew, and I signed on.

My passion for the cars and the evolving challenges of the track continues to grow along with my respect for NCR as an exemplary organization. And I'm very happy to be a part of a group of truly delightful and knowledgeable men and women.

The experiences of the past three seasons have been phenomenal. Its time to reciprocate and give back to NCR. I look forward to the opportunity to contribute my time and energy as an officer of the NCR/PCA.

For Treasurer

Lisa Roche



Occupation:
Certified Public Accountant

Joined PCA: 1992

Porsches Owned: 1989 944 Guards Red, 1989 944 Glacier Blue

Previous NCR Service: Co-Concourse Chair 9 Years, Membership Chair 5 Years, Autocross Committee 5 Years, On-Site DR Registrar 2 Years

Candidate Statement:

I have made a lot of very good and lasting friendships by being an active member of the NCR and feel privileged and honored to be nominated to fill the very important role of Club Treasurer. I have enjoyed all of the activities of the club and it seems like a natural progression for me to transition into the Treasurer position given my line of work.

My predecessor Pete Petersen has left some very big and capable shoes to fill and I will continue to follow his lead and maintain the financial records of the club meticulously. We have instituted new accounting software and this year we will be fine tuning it to correspond to the club's needs.

Ed and Nancy's TRIP TEASE !

... all will be revealed in the November issue and it's not all about the cars ... there is food and wine to be considered too ...



We're back and almost recovered. Already busy trying to figure out when we can return!

Attached are a few pictures: one shows our little convoy (Cayenne of guide, three 2009 C4/C4S/C4) parked in the courtyard of one of the elegant hotels.

Ed spotted two Porsche tractors: one in the Porsche museum and the other parked on the street in the middle of Asperg.



...continued from page 18

Above: John Dunkle.

Right top: The aliens came to visit.

Below: Ernie Grasso.

Right below: The Winners are ...

Photographs by Lesia Shaw







NCR - MAKE A WISH 2009

NHMS October 10, 2009

Photograph by David Churcher



PORSCHE SAYS IT IS WORKING ON ALTERNATIVE POWERED SPORTS CAR

New CEO unveils four new high-powered 911s and hints at future hybrid and electric vehicles at Frankfurt Auto Show

ATLANTA, September 15, 2009 - Speaking publicly for the first time at the Frankfurt Auto Show, Porsche's new president and CEO, Michael Macht, revealed that Porsche is considering and working hard on an electric-powered sports car that would meet the high demands of the Porsche brand.

"I am also convinced that one day Porsche will have an electric sports car in its line-up," said Macht at the company's press conference today. While he cautioned that so far the available battery technology is not "sufficient to meet Porsche's strict requirements," he said "our engineers are already working hard on this challenge."

"An electric sports car would therefore only make sense for Porsche if it offers performance and a cruising range similar to that of current sports cars in the market," he said. "We are therefore taking the first step in this direction with a full hybrid - in the Cayenne, the Panamera and maybe in the not too distant future also in a racing car or a production 911. Why not?"

Macht pointed out that Porsche has a long legacy with hybrid technology as it was exactly 109 years ago that Professor Ferdinand Porsche built the first fully functioning car with hybrid technology.

Speaking about Porsche's newest model, Macht said the new Panamera Gran Turismo is already generating thousands of orders just three days after its market launch in Europe.

The highly anticipated Panamera represents Porsche's fourth model line and is the brand's first-ever four-door sports car. It goes on sale in the U.S. on October 17, 2009.

"Although the car has only been at the dealership for three days, we already have 4,500 orders for the Panamera, most of them from customers who have not even seen the car yet," he said Macht. "And since test drives for customers have only just started, sales of the Panamera are already making a very positive start."

Another highlight of the press conference at Frankfurt was Porsche's presentation of its new 2010 911 Turbo, the flagship of the venerable 911 range.

"The 911 Turbo is the spearhead in innovation throughout Porsche's complete range of sports cars. It has been successful in the market for 35 years, accounting throughout this period for almost 80,000 units sold worldwide," said Macht

Premiering alongside the venerable Turbo will be a series of asphalt-burning 911s, including the 911 GT3 RS, and its race ready sibling the 911 GT3 Cup car.

Porsche also took the wraps off its limited-edition 911 Sport Classic at the Frankfurt show, marking a return to the tradition of occasionally issuing ultra-exclusive production cars. The Sport Classic will not be offered in the U.S. Production will be strictly limited to 250 units.



The Tail Of The Dragon Tour

A beautiful course, even in less than perfect weather, and it makes getting there more than half the fun.

Photographs by Hank Cowles and Ivy Leonard on The Tale Of The Dragon Tour.

more photographs on page 32 and page 33

President

...continued from page 6

the depression, it winds 469 miles through the Blue Ridge Mountains of Virginia and North Carolina, offering some great, rhythmic driving twisties and incredible valley views. At its highest point the Parkway is at 6053 feet of elevation, nearly the height of Mount Washington. Mount Wilson, the highest point east of the Mississippi, is just a holler or two away to the west.

The group coming up from the south had been delayed, the result of a serious incident en route, and Rusty had stayed behind to assist, sending the rest of the group on to Little Switzerland. So although the mountaintop setting at the Inn was spectacular, and the surf and turf buffet lavish and expansive, the mood Friday evening was somber and subdued.

Off before daybreak Saturday morning, we retraced our route back down the Blue Ridge Parkway to Asheville, where we had early arrival VIP parking privileges at The Biltmore Estate. The Biltmore is the largest private home in America, and certainly among the most lavish, with 250 rooms, 43 bathrooms, and containing an incredible 175,000 square feet of interior space. The buildings, grounds, gardens and winery cover over 8,000 acres, and have appeared in a number of movies including *Trading Places*, *Forrest Gump* and *National Treasure*.

After photo-ops with all of our Porsches parked directly in front of the Biltmore, we enjoyed a wonderful breakfast buffet, followed by self guided tours of the Great House, and thereafter, the gardens and grounds. The lavishness and splendor could not conceivably be built today, and to attempt any description in detail here could not do it justice. Suffice it to say that The Biltmore is a worthy destination, and if you take the tour, rent headphones!

A ten-minute drive (and we never left the property) brought us to The Winery for a terrific lunch, and after a tour of the winery and gift shop we hit the road again for Fontana Village, NC, at the head of 'The Dragon'. If you Google Maps 'Fontana Village' you probably will

not find it...the local point of reference is Fontana Dam, which Harrison Ford 'jumped' off in *The Fugitive*. The Village is a nearby resort facility with a lodge motif, done with taste...the wild boar and bear trophy heads in the lobby seem appropriate and not out of place. Check in, quick freshen up, then to the lounge for a little relaxation. The bar was crowded and it was obvious that this was heaven-base for the two-wheeled set. Dinner was very well done, and Ed Lustgarten, who took over from Rusty as tourmeister, made sure that all had done a full round of introductions around the room. We had been joined by two couples from Mid-Ohio Region, so six or seven PCA regions were represented at our dinner. The conversations around each table were great...regardless of age, or region, or drive, it remains irrefutable that we are all members of the same family.

Sunday morning we broke into smaller groups for 'The Tail'. The night before Ed had spoken – quite candidly - with an NC trooper inquiring about 'enforcement policy' on the Dragon. Although there are surprisingly few fatalities on this stretch of road – keep in mind that it is Nirvana for bikers, and that the speed limit has been reduce from fifty-five end-to-end to thirty, and in some spots twenty – there had been four or five fatalities this year. The troopers on both sides of the state line were enforcing limits to one mile over, and a touch of the centerline would get you hauled off to the parlor of some Judge's home in Cracker Holler to settle up a \$250 fine. The message was clear: no end-to-end records would be set by our group. We joined a group of about ten cars headed off at nine o'clock with Ed, and did three quarters of the Dragon, then headed back. We then joined a group led by Jim Bennett and his wife Toni and reran through to the end of the Dragon. The drive was great, but the broadest smiles came observing a stud biker that had double line passed the entire group on the Dragon kickstanded by a Tennessee trooper, lights flashing, at the outflow of the run. We continued on through more twisties about sixty miles to mid-day lunch at *No Way Jose* in Pigeon Forge, NC for some great Mexican food.

After lunch, the core group swung back to the south, but Hank and I headed north for our return to NH. A thousand miles more and we were home.

Rusty (though we didn't see you this trip), Ed, Jim, and the rest of the gang, thank you so much for allowing us to join you, to share great times, and to get to know all of you so much better. We hope there will be occasion that we may reciprocate your hospitality, kindness and warmth at an event here in North Country Region!

The Tail -

<http://www.tailofthedragon.com/>

The Biltmore Estate -

<http://www.biltmore.com/>

The Little Switzerland -

<http://www.switzerlandinn.com/>

Fontana Village -

<http://www.fontanavillage.com/>



Editor

...continued from page 7

buried automotive treasure you'll enjoy *The Cobra in the Barn*. It's entertaining but also conveys just how much work it can sometimes take to find and preserve automobiles and what lengths some people will go to in achieving their goals. And at the end it gives readers the opportunity to share their experiences in a sequel. That follow up should also be worth the read as these tales never get old.

The Rolling Chicane
 ...continued from page 10

had the best hand with three of a kind. I couldn't believe it, even when a rally is judged purely on luck, my mom still found a way to win. In the end, my mom and I passed on the victory considering my dad put it together and my mom bought the prizes. Nevertheless, we answered a very important question that has been plaguing our family for years: it is, in fact, my mom, who is the stronger partner on rallies. Now there is only one thing left to ask: "Mom, will you do the Fall Rally with me?"



Autocross
 ...continued from page 14

MA State Police landed a helicopter in the middle of the course. Unbelievable! We had a few minor timing issues but were able to resolve them and still get eight runs in. Ron Mann took FTD while Chris Jacques claimed top PAX for the day.

With Autocross #6 results in the books, the season points winners are now determined. Congratulations to all the Class Champions:

Champion	Class
Jeremy Mazzariello	Strict Stock
Joe Kraetsch	Production 2
Mark Schnoerr	Production 3
Neil Halbert	Production 4
Robert Canter	Production 6
Chris Jacques	Production 7
Susan Kelley	Production 9
Scruffy Lefebvre	Improved
Ron Mann	Modified

The season trophies will be awarded at the annual NCR Banquet at Cocheco Country Club in Dover on November 14.

I would like to thank everyone for another successful season. This was our best year ever! Thanks especially to the Autocross staff: Chris Darminio and John MacDonald, course designers; Ed Broadhead, safety and equipment; Judy Hendrickson, waivers and administration; Miriam Dunster, Chris Jacques and Lisa Roche, Timing and Scoring. I would also like to thank Georges Rouhart and Neil

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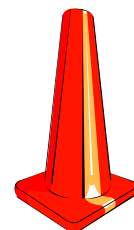
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Halbert, tech inspectors and Christine Skaubitis for reliable early morning gate duty. Thanks to Rob MacAlpine, Renegade Miata Autocross Chair, for our continued reciprocity arrangement and for backup course design. Thanks to Paul Tallo for assuming Safety and Equipment responsibility while Edgar was in Europe. I especially want to thank my better half, Lisa Roche, for all her support and assistance behind the scenes. Without her, nothing would work anywhere near

as well as it does! Finally, thanks to all the volunteers and participants for stepping up when needed and helping to keep all our events running smoothly.



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From the far side of
...continued from page 19

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2. Remove registration, insurance documents.
3. Remove fire extinguisher and store indoors.
4. Close windows. Lock car BEFORE you:
5. Remove battery. Unplug vent tube, use 13mm ratchet and 10mm box wrenches to remove +/- leads and hold down bracket. Buy a trickle charger. I purchased one at Sears for \$29.99 that's nicely hummed along.
6. I place a 1x1 inch foam log under front hood latch to prevent it from closing-otherwise next spring you will have to attach jumper cables to the fuse box to restore functionality and open the hood so you can replace the battery.
7. Wipe car down with a Kozak or duster.
8. Let car cool before placing cover. Cover.
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Rainer Cooney - Jerry Dascoli

Looking Back

...continued from page 11

Nancy's VW became the family car and he could get the Spyder. Nancy recalls a trip they took in it in October, in the rain, to The Laurentians in Quebec, Canada. She was sick for a week after. They wouldn't tell me any other stories because they said they were unrepeatable - maybe we'll hear some at the Annual Banquet.

Nancy is working in the Computer Center at Dartmouth College and Ed is a Product Engineer for MPB Corporation. Nancy has also done some autocrossing, but was not too thrilled with the sport, and she did come in second one year at the Tech Quiz in the 911 section. Both enjoy sailing and skiing as other interests. We hope to see more of these two in the near future - looks like there is a wealth of experience and information here!

Well, there certainly is a lot of experience and information available from these two. Since this was written in 1979, Edgar and Nancy have continued to support NCR in many, many ways. It is impossible to remember all that they have done, but to recall what I can: Since 1979 several other Porsches have joined the Broadhead family: the 1967 911 S finally finished restoration a couple of years ago rejoining the active stable of a Red 944 Turbo, a black 914/6 with a 2.2 or 2.4 engine (I can't remember), a Silver Boxster S and yes a 356 again joined their family, a Blue B coupe. These five Porsches live in a vast warehouse like building next to their home sharing space with one or more antique fire engines, a Porsche tractor and lots of Porsche and PCA memorabilia. It is a true Porsche treasure house!

Nancy moved up to the Registrar's office at Dartmouth and continued to do labels until the early 90's when personal computing became more common and the membership chair was able to take this duty over. She and Edgar are now both retired from the "public" working scene, but remain very active. Ed is a volunteer fireman with New London's Fire Department and does Porsche mechanic-ing on the side. Nancy remains an active knitter and supportive member to NCR. Both remain avid skiers enjoying weekday skiing at nearby Sunapee and their annual get-a-way to the Balsams. They are also

active with the TYP356NE group taking many of the spring and fall tours with the group.

They have returned to being perennial Parade goers and both consistently bring home tech quiz trophies in early 911 and 356 classes. They were the Tech Quiz Chairs for the Boston 1991 Parade and key concours scoring team members at the 1994 Parade. A role they have continued to perform at Parades ever since. They were deservedly rewarded for their faithful attendance and service when Nancy's name was drawn at the Charlotte Parade last year as the winner of the Grand Door Prize - the factory provided tour for two and vacation to Europe, complete with Porsche for a week.

Edgar continues to serve as NCR's Safety Chair and AX trailer manager bringing the trailer with all the equipment to every AX, although he doesn't compete any longer. He is also at every DE in his role as Safety Chair and Chief Steward. Edgar and Nancy both continue to serve on the NCR BOD as Senior Advisors - their longevity and experience invaluable to the region as it grows and expands its activities. We are truly fortunate to have these wonderful folks in our region.





The road, the rain, and the views all make for spectacular tour.



Other marques can also make for a nice photograph :-)

And ... the destination ... with sunshine.

All photographs by Hank Cowles and Ivy Leonard.



A Sentimental Journey

David Churcher



Breakfast at Portobello Cafe, Circular Quay ... Sydney Harbour

Those of us who choose to leave home and become travelers have a mixed blessing. We find after some years we have friends and favorite places all around the world. This means wherever you are you are missing someone and often sentimental.

Those readers who know me will recognize this article as being another one about travels to Australia, friends, wine, food ... and cars. When I informed my friend

Doug (aka Captain Canada) in the Great White North I had a sudden change of plans and would be heading out to Australia in September he replied: "You are a lucky man, David." He is not wrong, you know.

My sudden change in plans was brought on by a few factors but the central one was friends Sam and Gemma had invited us to their wedding and seeing as I have been photographing Gemma since a few

months after she was born it became a huge urge to be there for the wedding. Now I am back in the USA and racing to get the *Northlander* out, the wedding photographs sorted, and reflecting on Doug's comment. I am a lucky man.

Should I write about the cars first? Or the foodie stories? Or the wedding? I will address the cars first and include a few photographs here from the car show in Noosa, Queensland. I have included Jaguars here too because a colleague of mine in NCR is a Jaguar lover ... actually I think it is a love-hate relationship ...and I include a 1984 911 which is similar to my 911 but has the steering wheel on the right. The show was filled with exotics and if it was not for the gum leaves, brilliant sky and sunshine, one would think it was at the Amelia Island Concours. All the exotics were represented and I saw for the first time ever, in the flesh, a FIAT 600 ABARTH. Years ago when I lived in The Great Southern Land I had a FIAT 600 which was slightly modified along the ABARTH formula. Looking at this tiny, tiny car in front of me sent my mind back many years to those days of 50 HP and a rumbling exhaust ... and wondered how two of us slept in that car at times.

While I was in Melbourne there was an opportunity to meet with Anthony Keiller from Kraftwerkz, and his son Alex. We went together to visit the Lyn Fox Collection. This museum is a private collection put on display in an old warehouse in the Melbourne docklands area. Mr. Fox is a wealthy owner of a transport company, a car enthusiast, and a patron to training young people to restore cars. The collection has Jaguars, Ferraris, Rolls Royce, and Porsches ... a 959, several 356, a 550, and a beautiful RSK.

At the end of the week I was able to visit Kraftwerkz at the factory and enjoy, again, their hospitality while chatting about cars and aeroplanes. On this visit I was able to bring along Brian and Bev Chandler. Avid readers of my trip reports may recall a few years back I featured Brian in *Northlander* with his automotive artwork. Brian and Bev now live just a few Kilometers from Kraftwerkz so I was able to enjoy the thrill of my friends meeting each other for the first time and discovering their mutual interests in cars, travels and art.

Art ... Brian and Bev own an art school. They plan to franchise their teaching method and expand the business. But Bev whispered to me she is nudging Brian to slow up and go back to producing art. *Northlander* may benefit from this in the future ... another Brian piece in our magazine. During the three days I stayed with them I was able to enjoy familiar art pieces from their Tasmanian house now hanging in their new house. The room I had was a loft guest room filled with early pieces from their daughter Celeste who is now a renowned Australian artist. To wake up in that room filled with art, hear the wind in the gum trees, and the loud Aussie birds ... was a very special treat.

While I was in Tasmania I made a sentimental trip to the Longford Circuit. Races are no longer held there but in the 1960s it was a world-class racecourse and brought all of F1's great names to Tasmania. My plan was to drive around the circuit and "feel" familiar places where I used to play and also photographed the races. It has all changed. A new highway has removed two of the corners ... Mountford and Newry are gone, and so is the Long Bridge ... the viaduct is gone too. The viaduct was a very tight and very steep downhill S-turn under a railway bridge. Looking for it now I found it was replaced by a boat launch ramp and a BBQ park. Damn. But Pub Corner is still there and indeed the pub is too. The pub has become the "museum" and is filled with nostalgia from those days. It includes a complete sports car in a glass case, the helmet of a US driver who was killed there in 1965, a diorama of the old circuit, and of course they serve cold Tasmanian beer. I had two beers and reveled in the memories of those days of long ago.

But it is not all about the cars is it? What about the food and wine and the people? If you are a "locavor" and like your food fresh, local, tasty, and prepared by the world's best chefs Australia is the place to be. Tasmania is the jewel in the foodie crown in Australia. But my story on food and wine for this article both come from Brisbane.

While walking about Brisbane with my friend Tas we came across a very modern wine bar and I decided it was time for a mid afternoon treat. So I bellied up to the bar and exchanged greetings ... and asked for the deepest darkest richest red they had. "Oh, that would be 'The Bruce' " I was told. "OK ... I'll have a glass of 'The Bruce' please." It was the darkest richest red I have had ... it was beautiful ... and to my shock it was \$26 for the glass. Ouch. But ... wow!

There is a restaurant in Brisbane called E'cco. I have known of it for 10 years or so but never had the chance to visit. I have two of their books and I have used their recipes. I just love their Risotto and Tira Misu recipes from their 1997 book. When I arranged our reservation for dinner I asked if these dishes were available and, of course, learned they were not on the current menu. When we arrived for dinner the maitre d' had a gentle smile which aroused my curiosity and once we were seated her smile widened and she said: "Mr. Churcher, I believe you have a liking for our Risotto and Tira Misu ... tonight we have them on the menu." Those Aussies ... they do the wildest, most wonderful things. Such enthusiasm :-). You have to love them.

Aussies. A little mad perhaps. Certainly a strange sense of humor. You might recall a recent article by Tracey wherein she mentioned the Speedo is an Australian invention. I have learned most US men and women are "shocked" by the Speedo. I learned from the *QANTAS* magazine while flying down on this trip the Aussie girls call them "Budgie Smugglers" ... this requires a moment of thought to understand. I also learned the Speedo has another name down under but I cannot write that in a family magazine. And what do Aussie girls wear at the beach? Oh, a bikini ... but it makes the Brazilians look over dressed.

So I am back in the US and pleased to be here, again, and saying, again, that I live in two countries. I am a lucky man.

As I conclude writing this story for our October issue Ed and Nancy are writing the story of their trip to Germany for our November issue. It will be a story of cars, people, travels, wine and food. It's not all about the cars :-)



From the top:

The pub at Pub Corner on the old Longford GP course has a lot of nostalgia.

The Jaguar room at The Fox Collection in Melbourne.

The RSK in the Porsche room at The Fox Collection.

Andrew indicates something of interest to Brian and Bev Chandler ... the car is the latest build of the 917 replica.

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Clockwise from top left:

Rebecca Grubb in Sydney admires our magazine.

Kraftwerkz 906 replica is still a work in progress.

A 1984 911 at the Noosa, Queensland, car show.

Brian and Bev Chandler looking for 917 variations ... the jig saw puzzle looks like a two year project :-)

Make A Wish 2009 at NHMS

The photographs here by David Churcher are a sample from the 2009 event. This year's event was a huge success with more cars, more kids, and more time on the track. A complete story will be in our November Northlander.



SALE***: Four stock Boxster wheels with slicks, painted gray/silver. Some small scratches in the paint from storage. No damage to structure. Asking \$500 for the set. Tire sizes Rear, 255/40 ZR 17; Front, 205/50 ZR 1, BF Goodrich G-Force T/A racing slicks, maybe 30% left Brad Marshall 603-496-2038 BRADUSM3@aol.com

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A NOTE FROM THE EDITORS

Our thanks to you for understanding our delay with the October issue. We really appreciate the enthusiasm of our readers who wait with delight for their issue to arrive.

This last month one of us was away so our staff was at 50% and that means the remaining member had twice as much to do :-)

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