

NORTHLANDER

NORTH COUNTRY REGION

Volume 32 Number 12

PORSCHE CLUB OF AMERICA

December 2009



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NCR BANQUET 2009
PLANES, TRAINS AND AUTOMOBILES PART 2
FROM THE HAUTE ROUTE TO HAUTE CUISINE
THE BALSAMS 2009



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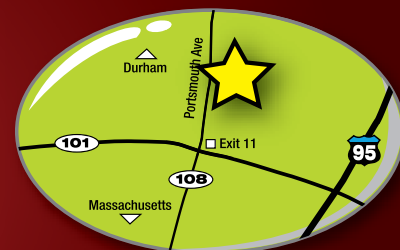


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On the cover



On a cold and windy day in November Santa's elves decided to get a start on the holidays loading up the 911s with goodies. How cold and windy was it? It was so cold and windy the reindeers ran away and hid.

Photograph by David Churcher



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December 2009
AT A GLANCE

Date/Time

Event Information

Contact

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

How embarrassing! I thought I blew the engine ...

Has the time finally arrived?

As many of you know I have owned a small handful of Porsches in the four years since my first purchase. The first was a 1985 944 – yellow, of course, followed by a 1984 cabriolet that had ‘issues.’ Fortunately the issues were resolved, and that car soon passed from my hands.

Next up was a 1978 Targa slant nose that I acquired out of New Mexico. Paul Tallo has provided the best description of that car: it is a “1978 993 Widebody Slantnose Targa.” I Love my 9ELOVIN, which is my summer driver. Shortly after purchasing the ‘78, and as I became more involved in NCR’s DE program, I purchased a 1988 944 Turbo to serve as my track car. So my experience and ownership to this point has been in perfect balance: two air-cooled and two water-cooled Porsches.

Now as you know I very much enjoy our DE events, and make every effort to attend as many events as possible. The acquisition of the 944 Turbo was made with great anticipation, for I had limited success with my earlier 944 in the few events I ran it in. And even though the color was not my first choice – the turbo was red – the addition of yellow stripes made up for that shortcoming (thank you Paul!).

The best way to get a sense of a car’s handling characteristics is to *drive it*, and one of the best driving opportunities available is through NCR’s Car Control clinics. Car control is a great program offered each spring designed to help you discover your car’s awesome handling capabilities without putting it at risk. Coaches are available to guide you through a skid pad, slalom and braking course laid out with traffic cones. We

have also allowed participation in a ‘mini’ autocross that provides an introduction to the fun and excitement of NCR’s autocross program. I encourage all who may not quite be ready to try Driver’s Ed to sign up for Car Control.

So car control was to be my first ‘behind the wheel’ experience, quite literally since it had been a mere two days since I had acquired the 944 Turbo. I made it through the first station, but as I began the second exercise session, a turbo hose came loose and the car died in the middle of the braking exercise. How embarrassing! I thought I blew the engine, but fortunately it was fixable with just a screwdriver, and with a little guidance I was able to fix it myself.

But it was not a portent of good things to come.

I had signed up to participate in Don and Sandy Johnson’s Vermont Rally, which was the week after Car Control. I agreed to lead my group from McDonald’s in Newington, one of three departure locations. After quick inspections and signing of waivers the gang was ready to depart, planning to rendezvous with the other groups en route. We all jumped in our cars ready to leave but when I turned the key...nothing. The turbo would not start. I had the car for just over a week and now, a second ‘oh no.’ This could not be good. One of our group had purchased a set of jumper cables and with their help I got restarted.

continued on page 38 ...



Tracey Levasseur

Happy Holidays from the
Northlander Editors' Desk.

I think I want my next car to run on fallen leaves. As I was raking the multitudes of these colorful pests from my lawn this fall it occurred to me what a waste it was to either dump them back into the woods (where they'll undoubtedly return to my lawn during the next windy day) or haul them over to the burn pile. It doesn't sound any more absurd than any of the other materials researchers are experimenting with in the race to find the perfect alternative energy source. Here are just a few potential sources being considered:

Watermelons

While working to extract antioxidant compounds from watermelon juice, chemists at Agricultural Research Service (ARS) in Oklahoma thought the sugary liquid might make a good source to produce ethanol. Since about one fifth of watermelons produced in the US are left to rot in the fields because they're not pleasing to the eye, producing ethanol from these sweet rejects would not negatively impact the food source (whereas good, consumable corn is currently used in the ethanol process). However, only about 23 gallons of ethanol could be produced per acre of watermelons so ARS theorizes that mobile "breweries" would be needed to go farm to farm processing the juice. Updates on this research can be found at

http://www.ars.usda.gov/research/projects/projects.htm?accn_no=412168.

Algae

Moving away from food sources, Synthetic Genomics (SGI), with help from Exxon/Mobil, is working to create cleaner and more cost-effective energy. SGI is growing and "re-engineering" algae as a potential new energy source. Algae grow on land not suitable for agriculture as well as in sewage and other wastewater. It grows rapidly and is very efficient at

recycling CO₂, a greenhouse gas. When mature, the algae are "harvested" and the lipids in their cells are processed into a biocrude. SGI is engineering the algae cells to continuously secrete these lipids, making large-scale biocrude processing possible. To learn more go to <http://www.syntheticgenomics.com/index.html>.

Biogas

Biogas is the anaerobic digestion of organic matter. Think of it as "plugging in to a compost pile." Animal manure, sewage and municipal solid waste can all be turned into methane and CO₂ and used as fuel. The Chinese already use small-scale "digesters" to supply single homes with cooking fuel and lighting. In the US, larger scale digesters are used to produce electricity. However, to use biogas in vehicles, hydrogen sulfide and CO₂ need to be removed. This can be an involved process and cause high levels of hydrogen sulfide and CO₂ emissions. Biogas and other alternative and advanced fuels can be found on the US Department of Energy website:

http://www.afdc.energy.gov/afdc/fuels/emerging_biogas.html.

As bizarre as some of these alternative fuel sources may sound it's comforting to know that research is being done. Some researchers are even taking into consideration cost, environmental impact and use of non-food sources. There may come a day when I can use a leaf mulcher to suck up the leaves, dump them in a digester and make fuel. Well, at least enough to power the leaf mulcher! For now.

Happy Holidays from the Northlander
Editors' Desk.

Happy Holidays



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Lisa Roche

New Members:

Thomas Murphy
Pelham, NH – 2000 Boxster

Paul Raymond
Salem, NH – 1986 911

Member Anniversaries:

1 Year:

Constantine P. Brocoum
Hopkinton, NH – 1989 964 C4

Anne Marie Gallanis
Ward Gallanis
Hampton, NH – 2000 Boxster S

Mark Haynes
Donna Haynes
Nashua, NH – 2007 Carrera T

2 Years:

Joseph A. Martinez
Heather Martinez
South Berwick, ME – 1981 911SC

Jeremy Mazzariello
Pelham, NH – 2007 Cayman

Craig Parker
Bryan Parker
Pelham, NH – 2000 Carrera

Steven E. Schindler
Mary M. Schindler
Rutland, VT – 2000 Boxster S

Ronald A. Wilbur
Concord, NH – 2007 Cayman

5 Years:

Richard J. Rosato
Laurie A. Rosato
Concord, NH – 2007 911

10 Years:

Robert A. Tuttle
Matthew Tuttle
Exeter, NH – 1981 911

15 Years:

Mark Nadler
Dorene Carboliotis
Plaistow, NH – 1981 911SC

25 Years:

Robert E. Bielan
Ellen Bielan
Lincoln, NH – 1997 Turbo

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



Jay Gratton

THE ROLLING CHICANE

Last month I bought a SCCA prepared Volkswagen GTI that is set up to run in the ITB class...

I am feeling guilty about something I did and I don't really know what to do about it. I didn't break anything and I didn't steal anything, yet I am still feeling guilty. I continue to feel that I have betrayed a loyal friend and at the same time I am happy about it too. No, this doesn't have anything to do with Matt Romanowski. Matt is continuing to put up with me and he and I are still talking as far as I know. I think I just need to come clean and admit that I have cheated on my first love! It is true and I don't know what to do because I am cheating on Porsche!

Last month I bought a SCCA prepared Volkswagen GTI that is set up to run in the ITB class. The goal since I sold our 924S track car to Matt was to find another Porsche to drive on the track, preferably a Boxster 2.7 or a 1980's 911. That search only led me to see that my financial situation could not support my initial goal. Back to the drawing board I went to see what else I could afford. I could afford a really nice 944, but I've been there and done that. Maybe a 944S2 or a 944 Turbo, but while the power would be an improvement, I really just wanted to get away from the 944/924S model and try something new.

Then last month fellow NCR member Norman Bickford let me know he was selling his ITB GTI at a good price. Of course the words "cheap" and "race car" intrigued me. Norman brought the car to our last DE event at NHMS and allowed me to take it out for a test drive. The car was actually a lot of fun and while it is not a very quick car, it really rips through the corners and I was able to close on a lot of Porsches. My dad and Matt drove it as well and they each gave the car a stamp of approval. Before I knew it I had

agreed on a price with Norman and I owned the GTI.

Currently the car is sitting up at Series 900 with Damon and is awaiting a fresh coat of black paint. Then it will be heading down to Exotech where Mark Nadler is building me a fresh engine and transmission. The plan is to campaign it next season with the SCCA and compete in some of the regional events as well as the three-hour endurance race with Matt Romanowski. Matt and I have always talked about competing in an endurance race and we are finally going to get our chance. My eventual goal is for my dad and Uncle Steve to get their SCCA licenses so we can compete in a Gratton family endurance race.

Finally, as my first year as North Country Region Vice President comes to a close, I want to thank my fellow board members and committee chairs for their astonishing dedication to and passion about our club. I also want to give a special thank you to Ivy for her outstanding leadership this year as President. She really did an amazing job this year and it is because of people like her, the other board members and our committee chairs that North Country Region is the best region in PCA. Happy Holidays!



Judy Hendrickson

LOOKING BACK

“teasing” is a demonstration of true friendship and camaraderie ...

NCR has always had the knack for looking at itself humorously. The month’s offerings amply illustrate that ability to be irreverent in a friendly fashion. The first from then Membership Chair, Mary Staley and the other from then President and VP, Ellen Beck and Scott Martineau. In these cases, “teasing” is a demonstration of true friendship and camaraderie within NCR. We haven’t seen the Dumkoph Awards in a few years – perhaps it is time to bring them back. If you’ve got a “funny” story about one or more of our members at an event, please let me know – we’ll start compiling the awards for 2010!

From December 1979, Volume 2, Number 12

MEMBER:
by Mary Staley

Rather than write about one member this month, I thought you might like a review of who the founding charter members were two years ago. Several of these members’ names are familiar, some have dropped out and a few are still members but we have neither seen nor heard from them. Those that have not already been written up in this column will be only slightly exposed by using information gathered from their applications. This means that it may not be entirely accurate (so what else is new in this space?) The members are as follows:

Still active and you’ve heard all about them:

Michael Grishman & Mary Staley
Tim & Donna Bent
Mitch & Joanne Manseau
Ken Morley & family
Marshall & Eric (& Elisabeth) Green
Doug & Judy Hendrickson
Andy & Inga Kuerti
Ed & Nancy Broadhead
Steve & Zohreh Mildren
Dick Currier
Gary Tito

Dropped Out:

Fleming Grove who sold all his Porsche parts but who now owns Michael’s tractor.

Dave & Sue D’Orazio who were V.P. and Secretary respectively for about a month until they rode off into the sunset without a word.

continued on page 35 ...



Paul Frucci

We also welcomed two new members to the "Musty Rears." This is a dubious honor at best, but sometimes it's necessary...

Another year, another annual banquet. Congratulations to our DE Enthusiasts of the Year for 2009, Laura and Bob Futterer. Laura and Bob over the last few years have been with us at every NCR event and now have even stepped up to be part of our Board as membership chairs. Bob is now building a 914 track car for the 2010 season, we suspect because Laura no longer want him driving "her" Boxster! We also welcomed two new members to the "Musty Rears." This is a dubious honor at best, but sometimes it's necessary to recognize our misadventures. For those of you not familiar with this award, we started it last year. It acknowledges an individual's "incident" on the track and more importantly their love of the sport as indicated by "getting back on the horse" so to speak. Needless to say, a trip to the body shop or a new track car may be part of that exercise. So, with that said, welcome to the group Dave Logan and Lew Surdam, our "Musty Rear" inductees for 2009!

Looking ahead to 2010, we have been able to confirm a date at Lime Rock. It will be June 2nd, which is a Wednesday. CVR is scheduled to hold an event on June 3rd, which will give members of both clubs the opportunity to run two days.

At this point, here is what we have for our NCR hosted events:

- May 8th and 9th – Our Season Opener. The really good news I that this is over a weekend, and NER is planning a Novice Day event on May 7th, so it can effectively be a three day event. This will also be our Make- -A Wish Charity event on Saturday.
- June 2nd – Lime Rock "Fun Day"
- August 2nd and 3rd- Our "Heat of the Summer" event. This is a Monday/Tuesday.

- October 11th and 12th – Our "Spring is a Long Timing" season close. This is Columbus Day and the day after (Monday and Tuesday).

We will also be co-sponsoring events with NER once again. Here is where that stands at this point:

- May 7th – NHMS Novice Day
- July 8th – 10th - Calabogie
- July 12th -14th Mont Tremblant
- August 27th – 29th Watkins Glen
- September 9th - NHMS

Mark your calendars!

Well, this is it folks. My last DE update and the end of my term as your track chair. Mark Watson will be taking over for the 2010 season and I will look forward to working with him as your "Past DE Chair" to make the transition as smooth as possible. Mark is a great guy and a great friend. he'll do a fantastic job for you as track chair.

I just want to say that it has been a great run and I'm really proud of the success we've had with our DE program for North Country, and most importantly of the professionalism of our entire DE team. The best complement we get from those who attend our events, especially from members from other regions, is "you guys run a great event." That's a tribute to the team and I'm very proud of them. See you at the track!

NCR BANQUET 2009

Janet Leach

Photographs by David Churcher



NCR's Annual Banquet. November 14, 2009

Cochecho Country Club in Dover, NH was the location of North Country Region's Annual Banquet. A total of 78 members and guests from five of the six New England states came for an evening of friendship and reminiscence about the 2009 season. Slides of the year in review were showing on various mediums. Nancy and Edgar Broadhead set up their computer with photos of their Porsche factory tour to Germany and subsequent trip to Italy for all to see.

After an hour of socializing, we were seated in the banquet room. Dinner choices included: Chicken Saltimbocca, Braised Beef Short Ribs and Vegetarian Lasagna. John and I sat at the table with Donna and Dave Parker. She represented the Make-A-Wish Foundation in New

Hampshire and presented the club with a plaque. On the plaque was a photo of a young girl in the kitchen of her doll house. The doll house was the wish that she was granted.

Presentations were given by Paul Frucci, Drivers' Ed Chairman, Joe Kraetsch, Autocross Chairman and Jay Gratton, Vice President. The Enthusiast of the Year award was presented to Joe Kraetsch. Xana was thrilled to accept the trophy from Paul Frucci for Matt who was on a business trip to LA. Hank Cowles won the much deserved Mario Spaghetti Award.

The slate of officers for 2010 was confirmed by Mark Watson: Ivy Leonard, President, Jay Gratton, Vice President, Toni Surdam, Secretary and Lisa Roche, Treasurer.

DJ Biggz provided the music for our dancing pleasure. And, played Happy

Birthday for Jack Saunders who was celebrating his 87th the following day. NCR members who knew of Jack's fine gourmand tastes surprised him with a German butter cream birthday cake.

At the end of the night, we said our goodbyes to our friends. We are all looking forward to seeing each other again at tech sessions, social and track events next year.

continued on the next page ...





continued on page 26 ...

Planes, Trains and Automobiles

The Italian Segment

Nancy and Ed Broadhead



Approaching the farm.

Chapter 2: And then we went on to Italy

Prologue: Credit goes to NCR members Leigh and Linda Kelk, who planned this time in Italy for the four of us, made all the hotel/apartment reservations, were ultimately unable to go, and then kindly modified all the reservations to accommodate just us. We hope they'll be able to take this trip soon!

At the Munich airport, we were loaded onto a shuttle bus and taken far out onto the taxiway to the Lufthansa partner Air Dolomiti's plane, a 2x2 somewhat smaller turboprop craft. Here we surrendered our carry-on luggage to be loaded into the hold. (Carry-on? or Carry-out?) At the end of the 90-minute flight, Ed was reminded of the "Italian pit stops" of his old racing days and made a non-PC comment about Italian landings. Yeah, it was a bit bouncy.

Took a cab (hadn't forgotten that lesson) into Florence to the Hotel Hermitage.

The location couldn't have been better: halfway between the Ponte Vecchio and the Uffizi gallery -- and they're only two very short blocks apart.

Access to the hotel was interesting. We lugged our luggage up one flight of stairs to "Floor 0" where we rang a bell by the elevator. A young staff member appeared and directed us to Reception on the 5th Floor. He took our luggage to our room on the 2nd floor, presumably via a freight elevator. There was barely room on the personnel elevator for the two of us, really no room for him or the cargo.



Free-ranging horse.



The view out the dining room window, note the cat.

The woman at the reception desk spoke excellent English. She issued us keys (one to our room, one for the lights in our room, and one for the outside door in case we came in late) and told us the code for the elevator so that we wouldn't have to ring the bell every time.

Did it matter that the view from our room was of the wall of the building across the alley? Sure didn't. Location, location, location!

The woman in Reception directed us to her favorite restaurant (just a bit over the bridge) and made our reservation. Celestina was a fine choice. We were particularly impressed by the 27 desserts on the menu.

Breakfast, back on the 5th floor, was not as expansive as the German equivalent. It included juice, granola, yogurt, tea/coffee, and pastries, with egg dishes on special order. The views of the Duomo were nice; in the summer you can take breakfast on the 6th floor rooftop with even better views.

That morning we had tickets for the Uffizi at 9am. Wow! We rented the audio tours. Later in the morning it became a challenge to avoid the ubiquitous large tour groups. Thanks to modern technology, the tourists seemed all to have bluetooth headsets to listen to their miked guides; I cringe to imagine the cacophony of multiple large tour groups in earlier years.

I really wish I had some background in art history; always thought I was fairly well educated, but all my art learning was before age 8 and that's long gone. Ed had some -- after all he is a RISD alum -- but not very much of it stuck.

We were done by lunchtime. One museum per day was all we could handle. Found some lunch (pizza & a beer) and wandered around the city. It's no surprise that only residents are allowed to drive in Florence. (I wonder how they enforce this, but why would anyone else WANT to drive there?) Pedestrians and bicyclists are everywhere, cars and trucks push in wherever possible. Lots of horns.

Found a little wine/cheese shop, bought some of each for happy hour. Eventually went out for dinner at a trattoria we'd discovered while wandering. Ed was particularly impressed by the huge (size we'd expect for pork chops) lamb chops, 3 of them for 15 Euros.

The next morning, after breakfast, we took a taxi to see Michelangelo's David at the Academia for another 9am ticket. Most impressive. The visiting Robert Maplethorpe photography exhibit was also worth seeing. Walked back, touring another section of Florence. We did have a mission. A few years ago some friends went to visit the perfumery Officina Profumo-Farmaceutica di Santa Maria Novella and found it closed. We found it open, and a fascinating re-use of a very old chapel. Bought some goodies for them and others.

Back to the wine/cheese store, watched a GP2 race from Portugal, then back to Celestino for another delicious dinner.

After breakfast, we dragged the luggage down to the street (in separate trips in the miniature elevator), then Nancy went back to the 5th floor, checked out, and asked Reception to call a taxi. They show up quickly; she barely got to the street before it arrived! We went to the Florence airport to pick up our rental car.

Now the excitement started. Instead of a Porsche, GPS, a two-way radio, and an extremely capable guide fluent in four languages, Ed now had a Ford Fiesta, no nav system, no electronic communications, and me, fluent only in English! Our maps were in Italian, so Firenze = Florence, etc. Oh well, the signs were all in Italian, too, logically enough. But were there ever a lot of them -- I'd guess 20 per signpost though that's probably a slight exaggeration. (After a day or so, I figured out that I could ignore all but the top two or three; the others pointed to businesses or points of interest.)

It took us a while just to fumble our way out of the airport, then we got on the Autostrada going in the wrong direction -- east instead of south toward Siena. Luckily the distances involved aren't far by US standards, we didn't have a 500-mile drive ahead of us, so some off-course excursions weren't really a problem.

They did however provide an excuse for noisy expressions of frustration from the driver...

Our destination was Montignioni, an Agriturismo 7km outside Siena, for a few days of non-city time for us country mice. It's a small farm with a couple of apartments for guests, providing additional income; life's difficult for small farmers everywhere. Michele had sent directions to the farm once we got into the area. We just didn't believe them at first and made a couple false starts up roads that looked more like roads but turned out not to be correct. Eventually, we took deep breaths and started up the lane that most fit the location described. First gear in the Fiesta wasn't quite low enough to avoid bottoming on some of the holes and lumps. My guess is that it was paved over a stone wall about a hundred years ago.

We made it up the hill and were greeted by Michele's mother Jennie; she's actually French but has lived in Italy for over 40 years and also speaks quite decent English. We toured our apartment -- kitchen, living/dining, upstairs bedroom & bath. (There's a larger one we would've had if the Kelks had been there too.) The kitchen was well-equipped and stocked with staples; we were gifted with a loaf of homemade bread, a jar of preserves, and a bottle of local wine.

In need of some smaller meals -- we've already had a reader comment on the Germany segment of our trip that "you obviously ate a lot" -- we needed a grocery store. The guidebook calls that a supermercado; Jennie gave us directions to one in the next town, Rosia. We toured the area, not finding the store, but seeing a lot of lovely countryside, in particular many fields of sunflowers at varying stages of harvest. On our second exploratory trip, we did find the store only to learn that it's closed from 1pm to 4:30pm.

It was close to the reopening time by then, so Nancy joined the line of folks waiting to get in. This "supermarket" is about the size of our local JiffyMart; two carts cannot pass in the aisles even though there are no extra displays. Found necessities for burgers and salad for dinner, some gelato and breakfast stuff,

and checked out. Went to sleep about 9pm, just about the time Jennie was feeding her family, and slept until 7:30am. Hmm, maybe we hadn't really adjusted to European mealtimes.

The next morning we drove into Siena and didn't get lost. The parking garage was just inside the wall. We took a ticket but found no empty slots in the garage; the attendant spoke no English. Some other tourists walking by took pity, told us that if we went out of the garage and in the next entrance, it was still officially the same garage, and there were lots of empty spaces. So there were, and we walked all over the city. Lunched at a cafe and hunted without success for a working Bankomat (ATM); we hoped to eat out that night and weren't at all sure that the country restaurants would take plastic. Pooled & counted our cash Euros and decided we were ok for a while.

When we left Siena, we went to Michele's favorite restaurant, not sure we'd be able to find it, remembering the search for the supermercado. Easy to find, nearby, but not open. Owner spoke no English, but his daughter returned soon from walking her small son and large dog, so she took our reservation for the 7:30 opening time. After going back to the farm for a while -- Ed was getting quite good at picking his way up and down the "driveway" -- we returned for dinner. It was very busy, popular with locals as well as the guests from the attached inn. Delicious meal. We asked for "a bottle of red wine" and got a nice Sangiovese Toscano. Met an Irish couple seated nearby, who have some family near Chicago and visit the US or Tuscany in alternate years. Our bill, which the waiter wrote on the paper overlay on the tablecloth, was all of 37 Euros.

The next day, we cruised the area and visited some small tourist sites, all out in the country, stopped again for groceries, found a functioning Bankomat, and cooked a small dinner at "home." After breakfast, we said our goodbyes to our hosts and set out for Lucca.

In retrospect, we should have spent more time within the walled city of Siena. Guess we'll have to go again, won't we? But it felt so good to wander around the countryside and spend time just hanging

out on the farm, letting the cats take us on tours of the property, patting the dogs, and having the free-range horse nudge us in the arm occasionally if she wanted more attention or for us to move out of her way.

We had originally thought to go via Pisa, for the customary holding-up-the-tower photos. But if that was going to be our only activity there, and it would involve Ed driving -- and me navigating -- through yet another city, we opted to skip it. Instead, we took the A1 Autostrada back toward, then around, Florence to Lucca. (That gave us a chance to scope out a route back to the airport to return the Fiesta; the timing could be tight to complete that transaction before our flight back to Munich.)

Finding Lucca was easy. We entered through the gate closest to our hotel, but couldn't figure out where to go from there. All the roads were either "Pedestrian Only" or one-way out of town! Ed stayed with the car, while I set off on foot to explore the possibilities. Eventually, we discovered a tourist office on the other side of the square, where a guide marked up a map for me. We had to exit the way we came in, then follow a perimeter road almost halfway around the city to another vehicle gate and a bunch of little narrow streets to the Piccolo Hotel Puccini, appropriately enough right near the Piazza Puccini, with its statue of the composer, who was born in Lucca. We believed the hotel had parking but couldn't see any. Again, Ed stayed with the car, snuggled up behind the statue on the otherwise vehicle-free square, and I went into the hotel. "Where'd you get that idea? We haven't had any parking for at least ten years!" Well, as long as we're here, let's check in and unload. So I did that, and the clerk marked up another map for me: we were to drive to those one-way-out-of-town streets, exit the way we had first entered Lucca, park at a lot a couple blocks outside the wall, and walk the 1km back. We were glad we'd already unloaded our cargo. Time from our initial arrival in Lucca to settling in at our hotel: three hours!

On the Piazza, there were five food sources: a coffee shop, a sandwich shop, a gelateria, a trattoria/osteria, and a ristorante. During our stay, we visited all

but the coffee shop. Our first dinner was outdoors at the trattoria/osteria (is there a difference?) where we met a tourist from Australia who had been in Lucca a week and wasn't looking forward to her 30-hour trek home but would do it again in a heartbeat.

The next morning, we sampled the hotel's coffee and pastry breakfast offerings and headed out to explore. We might have been the only visitors at the Museo Nazionale di Palazzo Manzi. At the entrance, a manager handed us a notebook of English narratives of what we would see and also gave us a guide who only followed us around at quite a distance and collected the notebook before we left. We wondered if the procedure would have been different had we been Italian-speaking. The museum is a restored mansion started in the 17th century for a wealthy merchant with spectacular renovations over the years for family events. Now it's state-owned and a national museum housing yet another large art collection.

That night we splurged on the ristorante on the Piazza and another excellent meal. Up at 6am (that's even earlier for Italians than it is for us) to wake up the night clerk in his little cave-with-a-cot on the landing of the stairs. No breakfast yet, but he did manage to check us out and call a taxi. We were not about to walk our suitcases to the parking lot outside the city walls. Figured out how to pay at the unattended lot and left. Ed as usual was worrying about time and wasn't happy when his navigator sent him off in the wrong direction.

Finally, we did find the Autostrada and the Florence airport. Early! Got breakfast. The flight to Munich was on time, but our big suitcase didn't appear. After 20 minutes, Ed stayed to wait and watch while I got into the missing-luggage line. Could've been worse, we were on our way home now. Just as I reached the head of the line and was called, Ed appeared with the suitcase. First on, last off, carried to quite an extreme.

Now we tried to check in for our flight to Boston. Had trouble with the auto check-in machine, had to get help. Then got to the counter and found that our small suitcase was too heavy for carry-on;

they hadn't weighed it anywhere else. So we checked it, no extra fee, it made one checked bag for each of us. Way simpler than trying to repack in the airport.

Then we learned that the flight had been overbooked. We were offered 600 Euros each and a hotel night to delay departure until Sunday. At that point we were just too tired and wanted to go home. If we had it to do over again, the decision might well be different, especially if we could convince them to throw in an upgrade to business class.

This plane was an older Airbus than the one we had taken from Boston, no screens at every seat, for example. But the flight was fairly smooth. The unhappy infant didn't scream the *whole* way. We were fed a snack, dinner, large snack, wine, cognac, by the costumed-for-Oktoberfest staff who gave us huge gingerbread cookies as we left the plane. We had no problems at Logan, caught the early bus home, and went to bed; we'd been up for 22 hours.

We've spent a lot of time since then considering how soon we can return to Europe and where we want to go. Everywhere!



The brick wall view in Florence hotel.



“From the Haute Route to Haute Cuisine”

Jack Saunders



Photograph 1



Photograph 2



Photograph 3

During the winter months *Northlander* gets a bit short on articles which include cars. But, as you know, it's not all about the cars. We have many interesting members who are in to exotics other than the cars. These exotic interests are a bond parallel to the mutual Porsche interest.

So ... we have, in the following paragraphs, the story of Jack Saunders' trip to Europe to explore cooking lessons, wine sipping, and visual feasts. Jack is no slouch in the kitchen and has been a regular cook for about 70 years now. He learned basic and still favorite recipes from his mother. But that is a long story for another article. This story is about his trip in September to France and Italy. Due to pressure from *Northlander* to disclose this story for the current issue we do not have Jack's recipes from the trip ... but he promises they will come in a future issue and he might even translate from the standard metric units to the American units of degrees F and ounces.

This is Jack's story as told to a *Northlander* staff writer:

Photograph 1: I'm with Beaujolais country vintner of "Domaine Colline de Chessy" in his wine cellar bar, one of the two stops we made on my wine country tour through the hilly terrain of the 'state' of Rhone-Alp which contains the little foothills of the Alps and its capital Lyon.

We learned that most Beaujolais are young wines, both reds & whites. They offered us hors d'oeuvres while we sipped.

Photograph 2: The view of valley below the medieval village of Oingt is ranked 152nd most beautiful in France. The alps foothills are in the background.

Photographs 3, 4 & 5 : The cooking school I attended was "Atelier de Cuisine Gastronomique Jean Marc Villard", who worked with Paul Bocuse for 10 years. Yes, the photographs show I am eating the food



Photograph 4

we prepared in Jean Marc's garden. We started with an aperitif and then went to a white Beaujolais followed by my monk fish wrapped in bacon. And then a squash soufflé, and that followed by a dessert of pears baked into a cake.

Photograph 6 & 7: This is Les Halles de Paul Bocuse in Lyon. As is evident from photographs this is a very upscale layout of fancy fixtures compared to the French city farmers markets.

Photograph 8: And after the gastronomic feasts what is next? A visual feast. Time to relax and reflect in the old port of San Remo with the entrance to port in the distance and the fishing boats and yacht moorings in foreground.



Photograph 5



Photograph 7



Photograph 6



Photograph 8



Porsche 911 GT3 R New Racing Version for International GT Sport

Stuttgart. Following the Porsche 911 GT3 Cup, Dr. Ing. h.c. F. Porsche AG, Stuttgart, is entering yet another racing car in the 2010 motorsport season: The 911 GT3 R will be raced in series based on the international FIA GT3 regulations, thus succeeding the 911 GT3 Cup S. The main focus in developing this new model was on even better drivability and even easier handling.

The 911 GT3 R is powered by a four-litre six-cylinder boxer engine delivering maximum output of 480 bhp (353 kW) transmitted to the rear axle by a sequential six-speed dog gearbox.

The starting point in developing the 911 GT3 R weighing just 1,200 kg or 2,646 lb was the Porsche 911 GT3 Cup presented in September for one-make cup racing. Thanks to its increase in engine size by 0.2 litres, the GT3 R offers 30 bhp more than the Cup model. Both cars are based on the extra-wide body of the 911 GT3 RS street-legal sports car.

An anti-lock brake system (ABS), traction control and an e-gas with "throttle-blip" function make it much easier to get used to this new GT3 racing car than its predecessor, meaning that the new model is also more appropriate for the ambitious amateur racing driver.

Flared wheel arches added on to the body both front and rear bear clear testimony to the wider track than on the former model. And like all second-generation versions of the 911, the new 911 GT3 R also comes with striking LED rear light clusters.

The Porsche 911 GT3 R is making its world debut on 14 January 2010 at the Birmingham Motor Show. The car is built by Porsche's Motorsport Department at the Weissach Development Centre and will be delivered to Customer Teams the world over as of spring 2010. The base price of the Porsche 911 GT3 R is 279,000 euros plus local sales tax/VAT.

PRESS RELEASE FROM PORSCHE _ PHOTOGRAPH BY PORSCHE.

Purist Mid-Engined Roadster is the Lightest Porsche

Light, Efficient, Open: Boxster Spyder Making World Debut in Los Angeles

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is introducing a new top version of the Porsche Boxster, a light mid-engined roadster making its world debut at the Los Angeles Motor Show in December.

Weighing just 1,275 kg or 2,811 lb, the Boxster Spyder is the lightest model throughout the entire range of Porsche cars. Clearly recognisable right from the start, this new mid-engined roadster represents the true, purist form of the Porsche sports car – light, powerful, consistently open, and very efficient.

This is precisely the formula already applied in creating Porsche's most successful road-going sports and racing cars, ranging from the legendary 550 Spyder all the way to the RS Spyder so successful in motorsport today.

The Boxster Spyder now continues this clear-cut philosophy with full homologation for the road, thus reflecting a common wish expressed by Porsche customers. The new model is entering the market in February 2010 as the third version in the Boxster range, joining the Boxster and Boxster S.

The new member of the Boxster family stands out clearly at very first sight from the other versions of Porsche's mid-engined roadster. Quite simply because the Boxster Spyder has been developed first and foremost for driving in the open air, the low-slung, light soft top extending far to the rear serving exclusively to protect the driver and passenger from bright sunshine, wind and weather. When closed, the soft top, together with the extra-low side windows and the two striking bulges on the single-piece rear lid, boasts a stretched and sleek silhouette reminiscent of the Carrera GT.

Significantly less weight than the Boxster S, a lower centre of gravity and an all-new sports suspension give the Boxster Spyder the right kind of driving dynamics clearly reflecting the unique look of the car.

The Boxster Spyder features a 3.4-litre six-cylinder with Direct Fuel Injection upfront of the rear axle. Maximum output is 320 bhp, 10 bhp more than in the Boxster S.

Equipped with PDK Porsche-Doppelkupplungsgetriebe and the Sports Chrono Package, the new Spyder, using Launch Control, accelerates from a standstill to 100 km/h in 4.8 seconds. Again with optional PDK, fuel consumption is a mere 9.3 litres on 100 kilometres (equal to 30.4 mpg imp) in the NEDC New European Driving Cycle. Top speed, in turn, is 267 km/h or 166 mph – with the roof open.

In terms of its fundamental concept, the entire Boxster family is the successor to the legendary 550 Spyder built back in 1953, both models sharing the same mid-engine roadster concept, low weight, back-to-the-roots lifestyle, and supreme agility combined with equally outstanding driving pleasure.

The 550 Spyder was the first sports car from Stuttgart-Zuffenhausen developed specifically for racing but also homologated for the road. In the years following its production, this unique Spyder weighing only 550 kg or 1,213 lb, scored numerous victories on race circuits and in the road races so popular at the time.

The 550 Spyder was followed by other extremely successful Porsche Spydere such as the 718 RS 60 in 1960.

In 2004 and 2008 Porsche dedicated a limited edition of special Boxsters bearing the additional name Spyder to these legendary racing cars. By contrast, the new Boxster Spyder is a regular, specially developed and upgraded production model with far-reaching modifications versus the Boxster and Boxster S.

Market introduction of the new Porsche Boxster Spyder will start worldwide in February 2010. The base price in the Euro countries is 53,100 Euro. Including 19 per cent VAT and national specifications, the market price of the new Porsche Boxster Spyder is 63,404 Euro.

The retail price and market launch date vary by region or country. Please contact the Porsche PR Manager of your country in order to receive country-specific information.

PRESS RELEASE FROM PORSCHE _ CENTERFOLD PHOTOGRAPH BY PORSCHE.



Purist Mid-Engined Roadster is the Lightest Porsche







Legendary Porsche Engineer Turns 80

Porsche Press Release

Porsche congratulates Hans Mezger on his milestone birthday

The former race and development engineer at Dr. Ing. h.c. F. Porsche AG, Hans Mezger, will be celebrating his 80th birthday tomorrow, November 18, 2009. On the subject of this celebration, Porsche development chairman Wolfgang Dürheimer said, "Hans Mezger is one of the most important engineers in our company's history. For four decades, our racing cars won with engines designed by Hans Mezger and made the Porsche name a synonym for sports performance around the world."

Hans Mezger was born on November 18, 1929 in Besigheim, Swabia. After graduating from high school and studying machine design, he started at Porsche in 1956, working on engine development. The first of a long series of racing engines designed by him was the 1.5 liter eight cylinder engine used in the Porsche 804 Formula 1 racing car, in which Dan Gurney won the French Grand Prix in 1962. Over the next decade, Hans Mezger's work ranged from the design of the legendary six cylinder boxer engine for the Porsche 911 to the development of the legendary Porsche turbo engines used in both production and racing cars. One particular highpoint was the air-cooled twelve cylinder engine for the Porsche 917, which produced up to 1,200 horsepower in the 1973 CanAm version.

After developing so many successful racing cars, such as the Porsche 935, 936 and 956/962 models, Hans Mezger dedicated himself in the early 1980s to one particular customer commission: he designed the "TAG-Turbo made by Porsche" for the British racing team McLaren – a Formula 1 engine that produced up to 1,000 horsepower from a capacity of just 1.5 liters. From 1984 to 1986, the engine produced at the Porsche development center in Weissach dominated the elite class of motorsport and consequently landed three Formula 1 world championship titles.

After more than 40 years at Porsche, Hans Mezger retired in 1994. However, he retained close links with the Porsche brand. He still owns a Porsche 911 Carrera and is always a very welcome guest at the new Porsche Museum. When Hans Mezger visits the racing cars and engines he designed which are exhibited there, history comes alive once more.



BTW:

The new Porsche Museum offers superb and diverse menus tailored to our guests' needs and preferences. From coffeehouse specialties and international snacks to gourmet cuisine, there is something to satisfy every taste.

As soon as you enter our lobby you'll find our Coffee Bar. Here you can relax with a cup of fine coffee and enjoy a snack before embarking on your guided tour. Or you can bring your family, friends or colleagues and watch the chefs prepare your meal in the friendly setting of the Visitors Restaurant.

If you enjoy gourmet cuisine, you can indulge in Mediterranean tidbits and exquisite wines in the exclusive restaurant. You can also enjoy culinary delights in the Cigar Lounge – here irrespective of the exhibits' opening times.

One more thing: even our food service is exclusive – owned and operated entirely by Porsche. Because only the best is good enough for our guests.

*Press release above from Porsche.
Details next month from Northlander.*

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BTW:

More BTW ... the elves were busy.



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Rainer Cooney - Jerry Dascoli

The Balsams 2009

Janet Leach



Photograph by John Leach

It was a picture perfect weekend for the 3rd Annual Escape to the Balsams event on October 17 and 18. Dixville Notch saw its first snowstorm earlier in the week, but the snow disappeared just in time for our arrival. We had 18 people register for the event, and for the majority of us, the journey began at the Beach Pea Baking Company in Kittery, ME. This all-natural café was the perfect place to start: coffee and pastries to satisfy us for the trip.

The day started out a little brisk, and in New England, polar fleece should always be at the ready. John planned the route up to the hotel and had e-mailed maps to all. After breakfast, we took off up I-95 in

Maine; some wanted to stop at Cabela's in Scarborough, and others wanted to go directly to the hotel. They could use some better signage on the turnpike because there is no sign for this store on the highway. I still cannot get used to the exits noted by the mileage markers rather than counting up or down (depending in which direction you are headed from the York Toll Booth). By the time we realized that yes, that was the exit, we drove past it and took the next available one. John and I used our local knowledge (we lived in Scarborough back in the early '80s), to find our way to the store. I don't think any purchases were made, but it's a sportsmen's candy store, along the lines

of the Kittery Trading Post and L.L. Bean. It served as a comfort stop for us.

Back on the highway, we took the formerly designated Exit 8 in Portland to Routes 25 to 302. We caught Routes 35 and 5 in Harrison; this was a beautiful stretch of road to Bethel. We drove past the entrance to Sunday River and made a left on Route 26. At this point, we were about 18 miles from my hometown of Rumford, but there was no time for a side trip. These were ideal driving roads; many were newly resurfaced. I love the approach to the Balsams: the road appears to drop off below you when you see the beautiful vista of the hotel. It's known



as the “Little Switzerland of America”, and the sun was shining brightly on this breathtaking view.

Upon arrival, we all registered and checked out our rooms. We were again on the second floor, and it was always a coin toss whether to take the elevator or to use the stairs. One is never far from the lobby in the hotel. John and I had lunch in the tavern; unlike previous trips, we did not gather as a group here. If you know me very well, I have to eat or I get very grouchy, and we had come to the right place! This was the next to the last weekend that the hotel was open then it closes for a break before the ski season. The majority of the guests staying in the hotel were from a wedding party of a local couple. What a beautiful place to have a reception!



After lunch, John and I put on our hiking boots/shoes, picked up the trail map from the front desk, and were on our way. It was too beautiful a day to remain inside. The trail system serves many users: hikers, cyclists, snowshoers and cross-country skiers. Each trail was marked similarly to those at a ski area: green, blue, and black. As this was fall, all of the trails were covered with leaves. We followed the first trail from the parking lot, which soon emptied onto the road leading to the Panorama Golf Course. We walked about a ¼ mile before we joined up with another trail. This one led to the water supply for the hotel and grounds. We met some mountain bikers along the way. From there, it was downhill most of the return trip. We had to be careful with the slippery leaves and loose rocks under them. No running in the woods!



Staying at The Balsams is a lot like going on a cruise. In season, there are many activities planned, and the food is spectacular. With 18 of us we occupied two tables in the dining room. We chose the early seating at 6:30pm. It is always difficult narrowing down the choices for dinner. This is the only dining room where I have seen all selections on the menu on display at one table. They say a picture is worth a thousand words, and this is no exception. I cannot say it made the choices any easier, but we knew what all of the food would look like. I love scallops, so that was my selection. They were done to perfection. We had some



Above: Ivy accepting a piece of the original Balsams foundation from our tour guide ... Rob and Pam ... The Balsams and a suite.

lively conversation at our table, and there was a lot of camaraderie due to our love of Porsches.

Unlike previous years, when we ate at 6:00pm then retreated to the tavern or The Cave to watch the Red Sox and whomever in the World Series, the NCR group found other post-dinner activities. Some of us chose to watch the Yankees/Angels ballgame, and others took the Ghost Tour, which is a tradition for this weekend. Gary Armitage, of the Balsams management staff, conducted a very entertaining tour in areas of the hotel often off-limits or restricted to most guests.

This was a freeform weekend without many planned events. Most of us have a lot of structure during the week, so it was nice to relax. We all gathered on Sunday morning for the buffet breakfast in the main dining. The popovers are my favorite item, and I was told by someone in the dining room that they were the idea of a visiting chef from the Seacoast area. We can get the same pastries at Popovers on the Square in Portsmouth, which we have enjoyed on many occasions. After breakfast, many of us gathered in the Sun Room to view the slideshow of Edgar and Nancy Brodhead's trip to Germany. In case you had not heard, they were (to be specific – Nancy was) the winner of this annual prize from PAG awarded at the 2008 Porsche Parade in Charlotte, NC. It was a trip of a lifetime for them, and Edgar is anxious to return. Not only did they go to the factory in Stuttgart and drove a Porsche for a week on an organized tour, they also went to Italy for the following week. The rental car in Italy was quite a step down from the Porsche they experienced, but it did get them around.

After saying our goodbyes, many went their separate ways after checking out of the hotel, but three cars followed John's planned route back. He distributed the directions to all if they chose to follow them. We caravanned out of the driveway for the trip home. Our first destination was to the Mountain View Grand Hotel in Whitefield. We had one glitch – Google Maps did not indicate that part of a shortcut was on an unpaved road. We consulted a local resident who was stacking wood outside his home, and

he assured us that the road was paved about 1.5 miles from the turn. We took his advice and agreed to pursue this route. We were rewarded with a magnificent view of snow-capped Mount Washington and the other nearby peaks of the Presidential Range. This made the inconvenience of the road surface worth the trip.

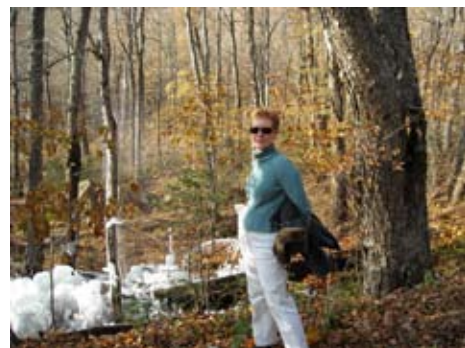
It was a short drive from this point to the Mountain View Grand. This is a magnificent building that was restored a few years ago and was the site of the Connecticut Valley Region's fall escape, which took place the same time we were at The Balsams. All of their club's members had departed by the time we reached the hotel. John and I were met by a friendly face we knew from Manchester. He and his wife both worked at the hotel, and he gave us a quick tour and some literature. We are considering this site for next fall's trip. From here, we were on our own, and when we approached Bartlett, we decided to take Bear Notch Road. One of our members mentioned that the last time he took this route, it was pretty rough. To our surprise and pleasure, the road had been recently paved and was still open (it is closed to traffic in the winter). The road has no shoulders, but it has several turnouts to enjoy the views; because of the many twists & turns, great vistas, and myriad tourists, summertime travel on Bear Notch Road can oftentimes be slow. Ours was a quick ride though -- we followed a mixed group of European sports cars, Japanese tuners, and a couple of Mustangs intent on enjoying the new surface as New Hampshire's version of Mulholland Drive and Tail of the Dragon. We reached the intersection with the Kancamagus Highway and continued on to Route 16. Our last dining stop was the Yankee Smokehouse in Ossipee. We had driven by this restaurant many times in the past and never stopped. We encountered rain at this point, and we were thankful that we had a beautiful weekend up to this point. One always takes a chance with the New England weather in the fall.

Thank you to all who attended this event. We hope that each of you secured enough good memories through the weekend to prompt you to return. We will be planning another fall weekend getaway in 2010.



Photographs of the 3rd annual Balsams trip on page 32 by Chris Dona.

Photographs on page 33 by John Leach.





Four-Times Monte Carlo Winner Dominates European Championship Race

Walter Röhrl Wins Costa Brava Rally

Walter Röhrl has won the race for the FIA European Rally Championship for Historical Cars in the Spanish town of Lloret de Mar last weekend. Teaming up with co-pilot Peter Göbel, German Rally Champion in 2002, 2004, 2005, and 2006, the two-times World Rally Champion drove a 1981 Porsche 911 RSR to victory. With their re-built and perfectly prepared rally version of the 911, Röhrl/Göbel immediately moved up to the top group in the race, together with ex-Renault works driver Jean Ragnotti in an Alpine A110, Historical European Championship specialist Michael Stoschek, Valter Jensen and Toto Riolo, all driving a Porsche 911, and three Group 4 Lancia Stratos. Under very difficult weather and track conditions, Röhrl clearly demonstrated his unique driving skills as the four-times Monte Carlo winner on the last two stages of the race, bringing home an historical victory for Wolfgang Reile's Classic Power Team in the very special style of the truly outstanding driver who also won the European Rally Championship in 1974.

Results Rally Costa Brava Historic:

1. Röhrl/Göbel Porsche 911 RSR 1.26,27.2
2. Brazzoli/Valmassol Porsche 911 SC + 02,45.9
3. Font/Moreno Ford Escort RS + 03,46.3

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Looking Back

...continued from page 11

Al Alden Porsche Audi which was dropped by National immediately when they informed us that they weren't even members of the Porsche Club.

Donald Stubbs who transferred to Loma Prieta Region. Although he still lives in the area, he was originally from that region.

Terry Baker who was our illustrious Tech chairman for a year. Maybe the pressure of newsletter articles scared him off!

Mike & Karen Caldwell who gave us help and support in the beginning and transferred back to Northeast where they continue to be very active.

Carl Borowski who was seen at tech sessions and a few other events.

Carol Berry who was never seen but only dropped two months ago or so.

Dave Landry who moved and transferred to the local region a year ago.

Maynard Honesty who was never seen except by Mitch who worked with him at Pease and said he was a nice guy.

Jeff Taylor & his wife Cathy who attended a few events until they sold their car.

Still alive but we aren't too sure how well:

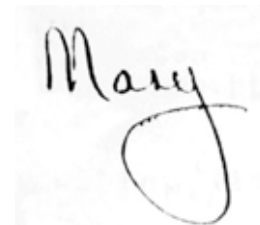
Daryl Remick who owns a shop in Rye and is only seen when he and Michael exchange parts by my bringing them to Portsmouth or picking them up.

Carl Zehender who was at our very first organizational meeting and has not been seen since. He is apparently trying to sell his car and may not be with us for much longer.

Col. Allen Peterson from Pease AFB who has been transferred but left no forwarding address and so far has not transferred.

Gary Vallancourt who was going to organize the Vermonters two years ago - what happened, Gary?

Well, there you have it - the folks who brought you the North Country Region. By the time you read this, a new membership chairperson will have been picked from the ranks. There may be some changes made in the articles, so look out! We did decide to break in the new person fairly easily and the January issue will supply an updated membership list. So...thanks to all of you victims who have been paraded through these pages. I hope the next membership chairperson has as good a time dredging old Porsche stories out of the rest of you!

A handwritten signature in cursive script that reads "Mary". The signature is written in dark ink on a light-colored background.

continued on page 37 ...


BTW:



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Looking Back

...continued from page 31

Every year North Country gives out awards to some of its "special" members for their outstanding accomplishments. This year's recipients follow.

In comes the music of Woodstock.

Steve Gratton and Steve Dazet won the "Chew and Screw" award for leaving the scene of a rally lunch at the Woodstock Inn without even CONSIDERING who was going to pay for 40 or so people, some event organizers! Worse is leaving the president to explain/do dishes/call the next day with her credit card number....

Come On Baby, Light My Fire plays in the background.

Ed Broadhead won the "Light My Fire, Baby" award for "torching" his own taillight, melting the lens thoroughly, under the premise of REPAIRING his 356. This is from a man who COLLECTS fire engines, has 2 in this very same garage, who is one of New London's fire fighters and then fumbles finding a fire extinguisher, when he actually needs one. (Oh yes. Ed is NCR's SAFETY chair.)

The tune Bridge Over Troubled Waters starts playing.

Rand Surgi wins the "Bridge Over Troubled Waters" award for superior ingenuity in the face of monsoon conditions at Lime Rock Park. When "Maine Hunting Shoes" are the footwear of choice for high speed driving/hydroplaning during Hurricane Floyd, when gas cans, inside-out umbrellas and small children are seen floating by in the river that used to be the paddock, Rand built us a bridge of trailer planks. If we had stayed much longer, he would have installed the pontoons, but we were happy enough to be able to get to the bathrooms without wading....

The Hokey Pokey blares from the speakers.

Miriam Dunster wins the "Put your right foot in, take your left foot out" award for some truly "Hokey" directions in the Halloween rally. The theme being A Sporting Good Time, participants certainly were good sports when directed left onto a road that only went right, Porsches were seen driving every "witch" way (but loose). While trying to come up with a plausible explanation, Miriam certainly put her foot into it on this one!

The childhood song of Three Blind Mice is quietly heard

When Judy Hendrickson, Bob Tucker, and Rich Tucker (aka Tuck 1 and Tuck 2) win the "3 Blind Mice" award for winning their race at Lime Rock, again, and again, and again. Last run session of the day, Judy was having so much fun she blew right past the checkered flag at full throttle, TWICE. Tuck 1 followed, with Tuck 2 close behind (Tuck 2 was overheard later using the lame excuse "It was raining so hard, and there was so much spray, I couldn't see anything." Judy at least noticed the black flags pointed her way and came in the next lap. Not so Tucks 1 and 2. No doubt smirking that Judy had finally given in to the torrential downpours of a hurricane (HA! NOT US!), they stormed down the straight past the checker AGAIN. The only cars on the track, collecting their second "invisible" black flags from some very disgruntled and sopping wet flaggers. (Hard to believe they could miss Lime Rock's brand new checkered flag, which is only the size of a twin bed sheet, took two hands and a bolted on flag holder to keep it from blowing off the tower that day...)

President

...continued from page 6

But it was a sign. Shortly thereafter I participated in the first DE event with the turbo. Died again, but this time I was able (with help – everyone is ready to help) to track the battery drain to flaky relays for the cooling fans. Seems that the car could sense when I wasn't around, and chose that time to restart the cooling fans, draining the battery. And the opposite would happen on track. When the engine was under load and calling for cooling, the fans would not come on. My poor 'Turboma' exited the track more than once on the bed of a tow truck.

Next up: Lime Rock. I was having a pretty good session, carrying good speed down the main straight and she died again. Full loss of power. Thank goodness for the runoff at the end of the straight. You may recall that incident was the primary qualifier for my receipt of the coveted 'Mario Spaghetti' award in 2007!

I could go on and on, but with the help of Tony Gargano, Paul Tallo, Blair Talbot, Hank and many, many others I have managed to get most of those issues sorted out. This year Turboma and I got along pretty well, and there were very few DE sessions ending with me thanking the tow truck operator.

Now, back to my opening question, and I think response will be as polarized as conservative or liberal, positions on government healthcare, or paper or plastic. Air-cooled or water-cooled. Should I keep my beloved air-cooled 9ELOVIN and the water-cooled 944 turbo, and use one as my daily driver and the other as my track car with anticipation of a missed event here or there? Does it make more sense to part with both and perhaps be able to afford a more dependable 911 that will do dual duty both on the street and at the track? Or, as encouraged by my waterlogged colleagues (Hank's term, not mine!), should I consider a newer S2 or 968?

I am comfortable with the great balance and handling of the 944's since it has been my track ride for the last four years. And I am just a bit intimidated by a 911's tendency to do some tail wagging from

time to time. I have been counseled that confidence in a 911 will come quickly, and 911's dependability is legendary.

This is the dilemma I will be pondering over the winter. It is a tough decision for me, and if you have thoughts that you would like to share I would appreciate your input. I know that it will take a little extra time to find *that right car*, and particularly to find the right *yellow car*. Please feel free to drop me an email with your advice. I promise to follow up with another column recounting advice (names can be withheld!) and the results of this quest.

BTW, ...my 5-year-old granddaughter asked if she and her brother could be first in line if I decide to upgrade ride!



BTW:



Here is a photograph of NCR's Paul Tallo presenting NCR's \$7,000 donation to Anne Dalton, Director of Development the NH Food Bank.

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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SALE*: 2004 VW Passat GLS Wagon - Original owner, fully documented from new. All service records. 38,000 miles. Reflex Silver/Black. Tiptronic, A/C, powerwindows, door locks, heated seats and mirrors, Monsoon CD/cassette, sunroof, four new tires (Continental ContiProContact) and new rear brakes (OEM pads and rotors). Vehicle is perfect. \$12,700 Michael Bernier (603) 594-8544 or mbernier44@comcast.net

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Well over 70 per cent of all Porsche sports cars ever built still exist today and are still driven actively in most cases – in both summer and winter. Indeed, even classic Porsche models more than 20 years old still offer the kind of performance today one would expect of a modern sports car. But the tyres fitted when such old and new classics were still in production have no longer been available for years. Tyre treads and rubber compounds have changed in an ongoing process of development, thus influencing the driving behaviour of such old Porsche models.

Conducting elaborate tests, Porsche's engineers determine which of the tyres available today harmonise best with the features of a classic Porsche. The highlight in this testing and approving process is an extensive test programme up north in the Polar Circle.

Numerous Porsche models built in former years, among them the 911, 928, 964, 993 and 996, and then all the way to the first Boxsters, have been tested for this purpose on countless laps at the Arctic Driving Center in the Finnish town of Rovaniemi.

The criteria to be fulfilled by the tyres tested in order to receive approval by Porsche are so strict that not all tyres met the test requirements. The characteristics and features typical of an older air-cooled 911, for example, form an challenge not easy to overcome.

Further tests for dry and wet handling on test routes free of snow round off the test programme as such. Information on which tyres are recommended for which Porsche model is presented on Porsche's website (www.Porsche.com) and is also available at all Porsche Centers.

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ETW



Spring is a long time coming ... but, dang ... I'll get in some drivers' ed anyway!

NEXT MONTH

Thanksgiving is here and the December issue is completed. Actually, for the editors, it will be the middle of the holidays as we prepare the January issue. This is a lean time of year for material but we do have the following:

More on The Museum.

More food and wine articles.

A Monterey summer vacation.

We prepare for the Yankee Swap ... our first sign of Spring!

Calendar 2010 will be in the January issue.

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