

NORTHLANDER

NORTH COUNTRY REGION

POBSCHE CLUB OF AMERICA

Volume 33 Number 11

November 2016



IN THIS ISSUE:

A Barn Warming

Fall Rally

DE - Spring Is A Long Time Coming

A 550 Story

SPECIAL 3 DAY DRIVING SCHOOL FOR PCA MEMBERS AT ROEBLING ROAD RACEWAY



3 Day School to Include:

- * Professional instruction headed by Dennis Macchio, Owner and President of the Bertil Roos Racing School
- * Ability to use YOUR CAR or a Roos Formula Car
- * Use of the famous Roos Slide Cars
- * Eligible for Vintage Licensing as well as other programs upon completion

Price To Use
Your Car :
\$2,100.00



Price To Use A
Roos Car:
\$2,800.00

1-800-722-3669
customerservice@bertilroos.com



NORTHLANDER

NORTH COUNTRY REGION
Volume 33 Number 11

PORSCHE CLUB OF AMERICA
November 2010

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

Upcoming Events

5 Calendar

Features

- 10 The Rolling Chicane
- 12 Looking Back
- 16 Autocross #6 ... continued
- 18 DE Spring Is A Long Time Coming
- 22 Brakes 101
- 24 Ed and Nancy's Barn Warmer
- 28 November Centerfold
- 30 Fall Foliage Rally Part 1
- 34 Fall Foliage Rally Part 2
- 36 A 550 Story
- 39 The Great Pumpkin Shoot 2010
- 40 NCR Books and Calendars 2011
- 44 BTW

Departments

- 4 Board of Directors & Committee Chairs
- 6 President's Message
- 7 Editors' Desk
- 9 Membership
- 11 Drivers' Ed
- 46 The Mart
- 47 Safety
- 52 Business Card Exchange
- 54 Advertisers' Index



24



30



36

Statement of Policy

Northlander is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the Northlander and the author.

The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 54 for advertising rates.

On the cover



Fall is such a nice time of year... the colors, and the seasonal meals. It is also a time for Northlander to go play with the pumpkins and make a colorful cover. See our story on page 39. For an explanation of Tracey and Ivy's wardrobe see BTW on page 44.

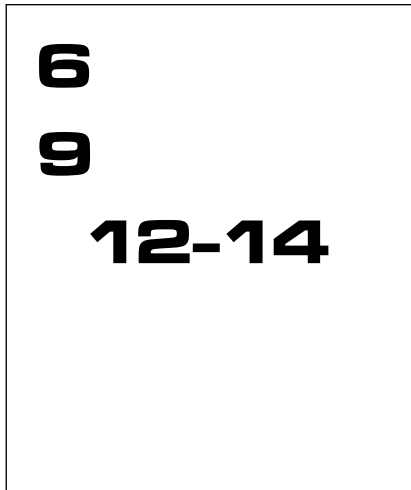
Photograph by David Churcher.

BOARD OF DIRECTORS

President	Ivy Leonard	(H) (603) 767 6461	president@ncr-pca.org
Vice President	Jay Gratton	(H) (603) 498 8576	vice-president@ncr-pca.org
Secretary	Toni Surdam	(W) (617) 803 2540	secretary@ncr-pca.org
Treasurer	Lisa Roche	(H) (978) 534 0118	treasurer@ncr-pca.org
Past President	Miriam Dunster	(H) (603) 659 8592	past-president@ncr-pca.org
Membership Chair	R & L Futterer	(H) (207) 698 1104	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 Arenstam	(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	Mark Watson	(H) (603) 488 5405	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 & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Janet Leach	(H) (603) 433 4450	social@ncr-pca.org
Technical	Larry Synger	(H) (617) 799 1118	tech@ncr-pca.org



November 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

Nov 6	6pm	Holiday Banquet		social@ncr-pca.org
Nov 9	6pm	Board Meeting		president@ncr-pca.org
Nov 12-14		Zone 1 Fall Presidents Meeting	Latham, NY	bvonbose@lomltd.com
Dec 14	6pm	Board Meeting	TBA	president@ncr-pca.org

Please note: calendar information is correct at the time of Northlander going to press but for the latest information you should check our web site: www.ncr-pca.org



Ivy Leonard

I guess we have to treat our cars like we want them to treat us. Sometimes that works and sometimes it does not...

Liking...Loving our Cars. – Brought back by popular demand

I once heard from a Porsche club member that owning a car – and particularly a Porsche - is like owning a family pet. Whether it is a dog, or a cat, or a P-car we all try to make our choice wisely to make sure we pick out the perfect one for us.

So, after all that deliberation and maybe a pre-purchase inspection (but why bother if it is yellow?!) and the “what ifs” and “yah buts” all of us did finally make that decision...to buy a Porsche. I know you made the purchase, some of you a long time ago, some just recently, because you wouldn't be reading this if you hadn't!

And so for the purchase – the big day! We find the perfect one just like when picking out that family pet. We bring the purchase home, we name it, we actually talk to it, and care for it. Now you see the resemblance in your family pet? Actually many of our members like their car - even love their car - more than their family pet!

And just like our pets our cars become a reflection of our personalities. We want to be happy with our choice. After all, we will be spending lots of time together. Sometimes bordering on obsession. (Remember to read Tom Harris's plate next time you see him at the track). Have any of you heard a complaint that you and your Porsche spend *too much time* together?

You see when some of us drive the family car or even the family truck it just does not make us feel quite the same. The “Car” or “Cars” spark passion, appeal and a sense of well being, personal pride that we might not otherwise enjoy. In that I mean driving that special car we love so much just brings out the best in all, makes us feel like a million bucks. Just happy to be on the road nestled in the bucket of our close little friend. Even stopping at lights or tooling down a highway or a winding back road and talking to him or her.

I have three cars: all of which are special to me, a 944 Turbo (red, but with yellow accents) and 911 yellow Targa. They have vanity plates: the 944 T is *TURBOMA*, and the 911 is *9ELOVIN*. My favorite is my new (used) 2006 Cayman S (yellow of course) with a plate of Cheesette. And the plates are a reflection of the cars' relationship to me, giving special meaning to my ownership of them in

different ways. As many of you know I have been blessed to be a grandmother to two wonderful grandchildren, Keona and Deshawn, and because of my German heritage go by the name of Oma, grandmother in German. So we have a Turbo Oma...TURBOMA!

Now, do I really have to explain 9ELOVIN? (Hint: sound it out!) I think Cheesette is a no brainer as well. Gotta love it!

Sadly it has come to a time to list and sell Turboma and 9Elovin...boy it will be very tough to let them go. I love those cars! (In fact just like a pet).

Just like a pet, our cars need some regular personal attention. How many of you out there wash your car faithfully? Many of you I am sure. You see with all the dirt, salt, grime, or dust, what ever it may be, when you're out driving the car that way sometimes you do not feel that same passion or spark. You know you have let the car down. ...some of you out there cannot deny this.

Washing your special car or Porsche takes some time – but the satisfaction at the end is well worth it. Back on the road again feeling powerful, special. Amazing that a clean sparkly Porsche can do that to us. I don't know about you but after washing and waxing my car it changes my demeanor for sure. You step back and say look at that shine, look at those lines. Many husbands and wives have said... “You are obsessed with your car”...“if you only gave me half the attention”... blah...blah...blah. Heard that before?

I guess we have to treat our cars like we want them to treat us. Sometimes that works and sometimes it does not. I thought I treated *TURBOMA* well, polished and waxed, special treatment yet she did not reciprocate, got all hot under the collar just because I stepped on her throttle coming out of 3 at NHMS and she left me stranded at the top of the hill. The embarrassment of a ride back on a tow truck softened her attitude a bit, and she is recovering thanks to the help of some of my special club friends who counseled her with a wrench and screwdriver. Electrical issues, like broken neurological synapsis! At this point I will certainly expect more out of Cheesette. I will keep her shiny and happy. Not to mention keeping her under cover for the winter.

continued on page 44...



David Churcher

Special thanks go to Tracey and Ivy. My thanks go to them not just for their energy but for their wonderful sense of repartee and humor ...

Oh, Dear ... this is the November issue of *Northlander* already? My last missive for 2010. I outlined my following "nostalgia" editorial before realizing 2010 is almost done. So, first, some late added comments:

It has been a great year for nostalgic old motorsport gear (petrol) heads. This one may have taxed your patience but my intention has been to draw your attention to the good old days. We must reflect on where we have been in order to know where we are going.

And ... I must make a note of thanks to my NCR colleagues who have made this a great year. Special thanks go to Tracey and Ivy. My thanks go to them not just for their energy but for their wonderful sense of repartee and humor. And, one more, special thanks to CPI for making us look so good.

If you are a regular reader of my ramblings in this column you will recall my last editorial dwelled on nostalgia and how the sport used to be. Well, I am not finished. I am still on that nostalgia kick.

Certainly the LRP Historics pumped me up a bit. Later, at our board meeting, Nancy Broadhead passed me a collection of old faded Kodachromes and promised the text in a few days for an article we have talked about for a few months. I almost wept at those slides and again when I read the text. Both are in this issue. See them and weep. Well, you might not weep unless you are as old as a few of us in NCR and remember how it used to be.

To further this theme: Autocross #6 saw me trotting over to Akira Mochimaru's 904 Beck Replica and starting conversation. Part of the conversation was me babbling on how I first saw one of these Porsches at Westward in BC, Canada, in 1964. While I continued to babble and shoot the inside of the car I was aware of someone standing close and waiting on me to look up. It was Bruce Whittier. And then there was two of us talking 904, 1960s, and how it used to be.

The conversation with Bruce went on for quite a while and I was reluctant to have him finish and also panic stricken that I would not remember it all. So I wrote to Bruce and proposed he forget maintenance articles for a moment and write his story for us. He has since replied to assure me he has started on this article. It will be in the December issue of *Northlander*. If you are familiar with

names such as: Sam Posey, Dan Gurney, John Fitch, ELVA, McLaren, you will love this story. The problem with remembering these names is they each lead to more names and more stories. Try discussing ELVA and see how fast you get to Archie Scott-Brown, Lister, Trojan Engineering, and on to McLaren.

My daughter recently asked me if I had finished my project of pulling my 1964 Indianapolis 500 photographs together. I had to admit this nostalgic part of my life had been a project, once again, put aside. But the recent weeks have found me scurrying to finish it. And I have. In this issue of *Northlander* I will place a photograph of the book and a few samples from it. But what to do with this book? Another dust collector on my coffee table? Perhaps. But if there is interest in it I will get copies made and you too can have a nostalgic dust collector for your coffee table.

Photographers are funny ducks. But you knew that. Photographers who shoot motorsport are a peculiar subset of those funny ducks. The old ones remember how it used to be; the days when we did not need a "spotter" to keep an eye on us. Over the years, about 49 now, I have photographed motor racing in several countries and only in recent years have I had this "spotter" rule applied. I wonder if Jesse Alexander and other photographers would have had a more favorable response than me to this topic. I wonder too that over these years how many photographers have been hurt or been a nuisance as compared to the number of drivers, pit crews, and flaggers. The photographer is being 'baby sat' by a person who probably does not know when to get out of the way of the camera let alone a car. And, if something does go wrong ... is the photographer responsible for the safety of the babysitter? But I am digressing and I must stop that. But this recent "spotter" stuff did bring up some nostalgia for me. :-)

Back in 1963 I had a "spotter" ... my girlfriend of the day, Rene Lapage, and I were at the Symmons Plains track for the Examiner 1000. Rene and I were on the outside of the track and she spotted her brother working at pit in. He waved and yelled at her. She crossed over ... and came back with two pit passes. So there I was, in the pits, with my Nikon, and a beautiful "spotter" with me. Could I get to be so lucky again?

BLAIR TALBOT MOTORS

serving the seacoast since 1984



SNO WAY...



WAY!

Operated by passionate car experts, your prized vehicle is carefully stored and protected from the elements in our convenient, private, “drive in” location.

\$150/month, 6-month pre-pay \$850. Call for availability.



*Now taking reservations for
secure, heated, accessible storage.*

89 Industrial Park Drive
Dover, NH 03820
www.BlairTalbotMotors.com

tel 603-740-9911
fax 603-740-9914
e-mail talauto@aol.com

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



Bob & Laura Futterer

New Members:

Gino J. Baroni
Salem, NH – 2010 Panamera

Curtis Britton
Katie Britton
Wakefield, MA – 2001 Boxster

Thomas D. Greer
Plaistow, NH – 1996 993

Gareth J. Peters
Ashland, NH – 2004 Boxster S

Marie M. Shea
Sebago, ME – 2010 Carrera C2

Phillip E. Steward
Debra Steward
Pepperell, MA – 2000 Boxster

Robert W. Stewart
Wolfeboro, NH – 2009/Carrera

Michael Warren
Jennifer Goll
Mont Vernon, NH – 2008/Carrera

Robert E. White
Barrington, NH – 2000 Boxster

Member Anniversaries:

1 Year:

James Bullivant
Keri Bullivant
Jericho, VT – 1974 911

Michael A. Gratton
Shirley M. Eaton
Hampton, NH – 1993 911 C2

Richard B. Tucker
Bedford, NH – 1986 930 Turbo

2 Years:

Robert J. Scott
Danielle Scott
Meredith, NH – 2004 911

5 Years:

Richard Garvey
Paula Garvey
Amherst, NH – 2003 Boxster S

Jerry Prial
Kellie Prial
Rye, NH – 1990 911

Mark W. Watson
Lisa A. Watson
Bedford, NH

10 Years:

Christopher T. McGee
Elizabeth McGee
3473 MT Philo Road
Charlotte, VT – 1986 911

15 Years:

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

Richard Tucker
Wendy Wollison
Amherst, NH – 1981 911 SC

Robert Tucker
288 Newmarket Road
Durham, NH – 1973 911

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



Jay Gratton

THE ROLLING CHICANE



Front-wheel drive cars spin differently than rear-wheel drive cars, they tend to bounce as they come around which is an intense sensation...

What an exciting fall North Country Region has had. In the past few weeks we have wrapped up another incredible autocross, DE and rally season. The membership of North Country Region is truly lucky to have such a wide range of events that are run at a first rate level. While the numbers can always be better, all 3 of these events are always well attended and/or sold out and everyone always leaves with a smile on their face.

The final AX of the season was in late September and while I wasn't able to drive due to a battle with an anti-freeze leak, I did make it down to help set up and chat with some members and I had an awesome time. It is clear why we are always hosting the Zone 1 AX year after year. Joe Kraetsch and his staff are truly running an elite program and we are extremely lucky to have such a first rate facility to use.

October 3rd saw 30 cars come out for the Fall Rally. Jim and Debbie Gratton (or mom & dad to me) tortured....I mean led us through some wonderful back roads around Lake Winnepesaukee and ended us on Squam Lake for lunch. The leaking fluid trend continued with the 914 with gasoline pouring out of one of my old fuel lines, so she stayed home. Good friend Matt Romanowski who could not attend the rally allowed me the use of his pocket rocket 914 for the rally instead. Joe Sanborn who is a good teaching/golfing/fishing/coaching buddy of mine was talked into being my navigator. All was going well on the way up to the rally until Matt's accelerator went right to the floor. So much for that throttle cable! Good ol' Matty, like any good vintage car owner he had a spare throttle cable in the trunk. Luckily, the famous Mark Nadler

of Exotech fame was at the rally and he came to our rescue and we replaced the throttle cable in no time (and at no charge). The rally was outstanding and a great time was had by all. Even Joe had a great time and that was considering we went up and down one stretch of 5 mile road 5 or 6 times.

Finally on October 11th & 12th was our last DE event of the year. Mark Watson, John Lussier, Steve Gratton (Uncle Steve to me) and company truly do an amazing job and I am just glad they have all agreed to stay on at least one more year to serve NCR. I was only able to attend on the 11th, but I had two wonderful students and the Wacing Wabbit did a great job yet again. I even managed to spin it out for the first time trying to hold off my Uncle Steve's charge. Front-wheel drive cars spin differently than rear-wheel drive cars, they tend to bounce as they come around which is an intense sensation. Either way, I had a wonderful time and NCR could not have asked for a better 2 days to end their season with.

By the time this goes to press, our 1st NCR Golf Outing will have happened; the Annual Banquet will have taken place and the tech session season will be upon us. Please plan on attending one of our many excellent tech sessions this winter; you don't have to be a gear head to enjoy them. Enjoy the rest of the fall and your remaining days of Porsche driving. Drive safe!



Mark Watson

Fall in New England is a special time of year. The temperatures are generally mild. And if you get a warm sunny day at the height of the fall foliage and you find yourself coming up the hill past Turn 5 looking at the fall colors as you begin entry into the Bowl at NHMS, well you might think it can't get much better. That pretty much sums up our final DE event held on 11 & 12 October. The weather was perfect, the trees were in all their splendor, the driving was excellent and the participants were fantastic. Even the flaggers commented on how special it was to see all the reds, greens, oranges, yellows from both the cars and the trees. What a great way to end the season.

The event was well attended with over 120 drivers and over 70 people attended the track dinner. Dennis Macchio of Bertil Roos Racing conducted numerous private coaching sessions during both days and took the Black and Red run group drivers on a track walk at the end of day one. Steve Gratton, our Chief Instructor, also went on a track walk with the remainder of the group. Feedback on the track walks was very positive and is an activity we will plan to do at least once a year. The track walkers returned to the paddock by headlamp and just in time to head to Makris for our track dinner. I am always struck by the energy level that exists at the track dinner. Everyone has such a great time socializing before and during dinner it is often hard to make a few after dinner comments and give out a prize or two. I think we have a very special group of people who attend our DE events and it shows every time we get together.

We gave away two prizes at dinner and two prizes at the drivers meeting on day two. Michael Orsini will get a free track

dinner in 2011, Nick Efremow and Chris Fahy each won a \$100 gift certificate from Rennline and Greg Baker won a free track day at NHMS in 2011. Congratulations to all the winners and special thanks to Paul Jacques at Rennline for his support throughout the year.

It was a very busy time for promotions as well, I don't have a total for the year but at this event alone 22 people earned promotions. It breaks down as follows: 5 were promoted from Green to Yellow, 2 from Yellow to Blue, 5 from Blue to White, 5 from White to Black and 5 from Black to Red. Congratulations to everyone involved.

We are working on our 2011 DE schedule and have dates already for NHMS. As things stand right now we have the following dates:

April 08, 09 and 10

September 15

October 10 and 11

We have requested an August date from NHMS and a June / July date from Lime Rock. I'll keep you informed of how things progress over the next few months.

In closing, I would like to thank each and every one of you for your participation and support of our 2010 DE program. In my first article, I told you that it was going to be a memorable year for me especially since this was my first year as your DE Chair. I learned a lot about how to run an event, survived a few close calls regarding logistics and most importantly I now understand what a fantastic DE Team North County has in place.

Please take the time to thank:

John Lussier - Registrar

Steve Gratton - Chief Instructor

Edgar Broadhead - Safety

Lisa Roche and Joe Kraetsch - On Site Registration

Fred Bussiere and Brian Arenstam - Track Operations

Tom Harris and Doug McIninch - Instructor Development

for all they do to manage and improve our DE Program. I can't thank them enough and I look forward to working with them in 2011.

That's it for now. As always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

Stay Safe and I'll see you soon!

PS: Just in case you were wondering, it was the alternator.



LOOKING BACK

Judy Hendrickson

By Sunday I was ready for a little excitement, and harboring vague guilty feelings I snuck out early on my way to Thunderhill for a day at the track...

This past September I reprised the first of a series of articles by our then past president, Ellen Beck, about our (Thelma and Louise) adventure cross country to the 2000 Sacramento Porsche Parade. I opted to not continue it in October in favor of what turned out to be a prophetic reprint of Matt Romanowski's infamous shoe lace repair for a broken throttle cable on his Lime Green 914. Those of you who were at October's Fall Rally realize just how prophetic it was as Jay Gratton, driving the same 914, suffered the same dilemma just before arriving at the rally start point. The big difference here was Jay was rescued by fellow NCRer and mechanic Mark Nadler (EXOTECH) who installed the new cable which was conveniently (due to past experience I am sure) stored in the front trunk by owner Matt.

However, in looking over the November offerings from 1980 (there was none), 1990 and 2000 (both of which were Nov/Dec issues, I have chosen to save that selection for December. And since I have heard from several of you how much you enjoyed Ellen's article I have gone back to the October 2000 issue to share part 2 of Ellen's saga.

From Volume XXXII, Number 10, October 2000

"FAST CAR"

Ellen Beck, NCR

(Ed. This is the second in a series of articles chronicling Judy and Ellen's cross country trip to the Sacramento Parade in July.

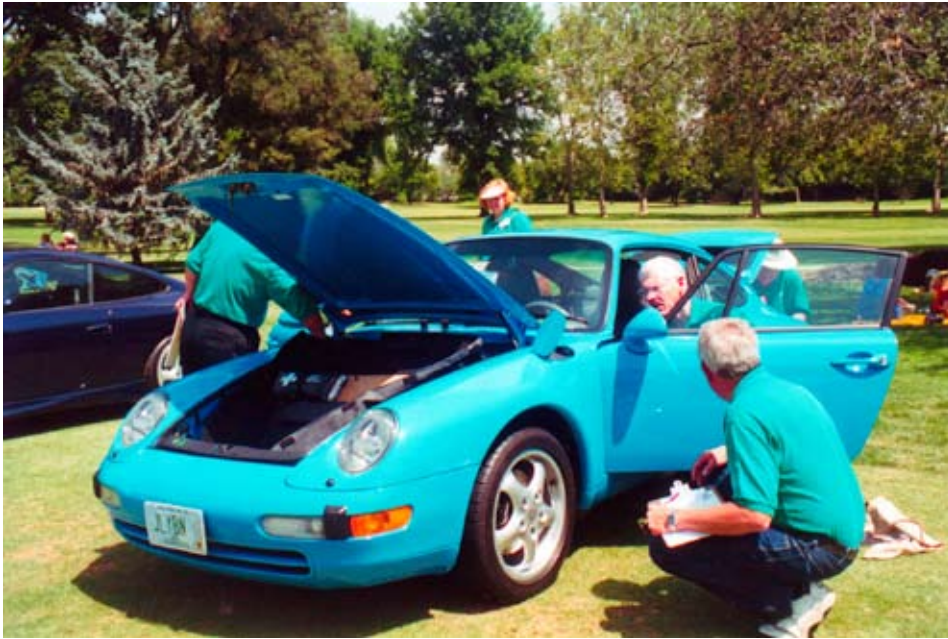
Journeys can be many things, and the process of getting there is often just as satisfying as the journey's end. Generally, travel by car has a specific purpose, and

ours was no exception. But through some form of serendipity, this journey and the destination merged into one marvelous "summer vacation" where we just continued driving a wonderful Porsche both to and at the Sacramento Parade. We came for, among other things, some performance driving, and after a day or two of rest (and car cleaning), drive we did.

Judy's 1995 993, the Jelly Bean, has had an active life on the AX and DE circuit, and is no stranger to spirited competition. We were looking forward to the Rally, the Autocross and not one, but two great days of Driver's Education at Thunderhill Raceway. After driving a car all that way, we certainly were going to try to do it all, and we did! Preparations involved lots of racer tape (the nose and fenders were well covered for the trip out), a MagBra, extra oil (the Bean used only 1.5 quarts of Mobil 1 in nearly 9K miles), and of course, sticky tires.

The pursuit of speed requires R compound tires. In Judy's case these would be perfectly seasoned R-1's on 17" HRE wheels. As at past Parades, the extra set of mounted wheels were shipped UPS to the hotel, carefully protected with cardboard discs and thoroughly taped. This time UPS managed to dent the rims, which luckily did not significantly affect balance or performance for the event, but required repair/replacement later (UPS did pay the claim). One or the other set of wheels resided in a corner of our hotel room (with jack) for the week, and the staff became used to us absconding with the luggage cart to ferry them about.

Besides being quite the performer, Jelly Bean is also a beauty queen, and her slave and minion Judy was spending the first three days of our visit ministering to her many needs. Long days in the parking lot for them both, though nicely interrupted by visits from old friends. After 21 years of Parade for Judy, and 4 for the Bean, they know plenty of people. Meanwhile, I



was helping out with the art show set-up, bringing Judy the occasional refreshment, and learning when to be scarce; not being a concours person myself, when the going gets tough, you know who gets going...

By Sunday I was ready for a little excitement, and harboring vague guilty feelings I snuck out early on my way to Thunderhill for a day at the track. I had been invited by Todd Serota to instruct at his TracQuest driver's education event several months earlier, and was greatly looking forward to it. Not having the use of the 993, I found a \$35 rental for the day, which turned out to be a Daewoo. Woo hoo! Thought I'd arrive in style, don't you know? (Thoughts of taking it out on the track, no doubt a first for the marque, were instantly dampened by thoughts of future insurance premiums.)

TracQuest events are similar in concept to PCA DE events, with a few significant differences. The first being that all sports cars are welcome (even an Audi wagon!), stretching the envelope a bit, but still, the intent is to help drivers improve their car handling skills at speed. The second being very relaxed passing rules ... pretty much anywhere with a point. The day started with an unusual, to me, technique rather quaintly called "ducks in a row." Cars grouped into threes, and instructors hopped into the first for 3 relatively slow laps, the others following closely. After pitting, the order changed with the second car now the lead (with instructor) and so on. This provided some familiarity with the track, flag stations and "the line" at the outset. My first car/student was a very open 914 (roll cage, no top, no windshield), talk about windblown!

Instruction is required with assigned instructors for the morning and becomes optional and open to instructor-swapping (yikes) in the afternoon. This turned out to be rather interesting for me, as I knew several people there with Porsches (remember my car-less state?). Todd had offered me the use of his yellow 996 cabriolet (cover girl of the July Excellence) and I was quite curious as to how it would handle on the track, especially with his enhanced suspension. We did two sessions, Todd riding shotgun, and I soon found out. Hesitant at first, I warmed up to the task (not my car after all) and eventually had Todd grinning and hanging on. A whole lot different from older 911's, heavier feeling yet plenty of power underfoot. I turned some very reasonable times, Todd sure thought so, but I did remind him that things always look faster from the passenger seat.



Photographs, from the top:

Jelly Bean being examined at the Concours.

The uphill blind drop of the Cyclone seems a lot more severe when behind the wheel than it does from behind the camera lens.

Judy and Ellen accept their autocross trophies at the banquet.

Photographs by Ellen except for trophy photograph by unknown photographer.

I originally met Todd through Rennlist, NCR member John Dunkle's Porsche internet site, as was the case for several of the other people I was meeting in person for the first time that day. Todd and I had met last year in LA, so his invitation to instruct was not totally out of the blue, especially since I had driven at this track once previously. I was, however, somewhat noticeable at the driver's/instructor's meeting, and not just for my gender. Jim Bricken from Texas was disappointed to lose out on the "long distance award", but I think I did earn it. The instructors came from a variety of groups, including POC, NASA, the BMW club, and of course, PCA. A nice crew that included some great GGR folk I had met previously.

I spent some time in Rennlist and friend Vol Spalding's '73 911, a sweet car that was just learning to dance for the first time, and managed to thoroughly excite Greg Deschodt, another 'lister. He improved dramatically, just needing some mild-mannered NH style encouragement (ha!), and he later happily and enthusiastically told me that I "made him sweat" (just what every instructor wants to hear!), safely back in the paddock of course. I also got to spend some time driving Hank Watts' Elf, a fast 2.4S, which was very much a pleasure to drive. All in all, a marvelous day. I drove back to Sacramento with a stupid grin on my face, just barely in time for the last of the Parade Welcome Party, helmet hair and all. But that didn't matter, for this was absolutely my kind of day. Just great.

Next up, the Rally. The less said about this event, the better. Judy had collected her hardware for the Concours on Monday, and that was all to the good since we sure weren't going to do a trophy repeat with this particular rally. In an excess of overconfidence, we had elected the divide and conquer approach, figuring (wrongly as it turned out) that with other rally partners NCR might have a better chance at bringing home a trophy. I drove Lee Lichtenstein's (Chicago Region) wonderful 968 (he smugly "told me where to go") and Judy suffered a similar fate at the hands of George Beuselinck (Hudson Valley Region), she driving, he navigating. The two cars' "out times" were only a few minutes apart, and we saw each other during the rally numerous times, unfortunately going in opposite directions. Hmmm, which one of us is wrong? Turns out we both were, and more than once! We all commiserated over ice cream sundaes at the end of the rally. Oh well, neither luck nor skill could

save us this day.

Autocrossing was our next challenge, and one we had been waiting for patiently. This required the first tire swap. Our days were enormously busy and if we were going to socialize, we'd have to fit the chores in somehow. Judy was invited to a Zone 15 (Zones 3 and 12 combined) party, so late Wednesday afternoon, I volunteered to change to the track tires. I promised kid-glove concours care, she was reassured and off she went. After a reasonable amount of hassle, I assembled wheels, jack, toolbox, car, and my patience in a flat shady spot of the parking lot, ready for work. All was well. I was humming pleasantly, thinking happy thoughts about driving fast, when the first ominous shadow loomed over my shoulder. Turned out to be consummate jokester Stuart Zeh, the NNJR Concours Chair, with his "Committee" in tow, experts all in the fine art of heckling.

How many people does it take to change the wheels on a car? Only one. That would be me, apparently to their great surprise. This fact did not stop them from telling (and attempting to show) me how, (much to their amusement, and eventually mine). I hadn't intended this to become a spectacle, but we gathered quite the crowd, including a hotel maintenance man in his truck (Jelly Bean and I seem to attract pickup trucks ...). You have to visualize this now: one car and one tire-changer (me) surrounded by 6 or 7 guys standing around either holding beers or wishing they were, all of them supposedly proficient tire changers themselves. Not that this is particularly intended to be sexist, but they sure got a kick out of watching lil' ol' me doing all the work. You know the old saying, if you want something done right, do it yourself? I prefer to torque my own lug nuts, thank you. (Belated thanks to Jim Pasha of Diablo Region, who did assist in gentlemanly fashion)

Autocross day. We each were entered in the short course Michelin Challenge (proceeds to charity), and the official Parade AX (class P17L), sharing Jelly Bean. We started the day early, arriving at Cal Expo fairgrounds (mere blocks away from the hotel) in time to walk the long course and short Michelin course before our start time of 7:30am. The short course was very tight, very short and was easily negotiated in less than 30 seconds. Three runs for Judy and then three for me. My first time doing this sort of thing in a 993 (my car is an '87 944na) and what fun it was. Judy's car sticks wonderfully, flings itself around the corners, and has horsepower

to spare. I was just amazed! Judy, having gone first, had the cold tires and it showed in our times. I had beaten her by a second or two, actually two. Hmmm. I apologized. But Judy said it didn't matter. And truthfully, it didn't, though it caused me some concern at first.

Judy and I had discussed this very thing, and decided we were both OK with it. We would both try our best, sharing the car (and therefore directly competing against each other). But you can imagine how the guest feels having beaten the owner in her own car... Well, there was still the Driving Event to come. Another walk around the long course and we were ready to go. Unfortunately, it seems they were not ready for us. Here we were, primed and ready and apparently had misread the start time for our class - something you would think two reasonably bright people would be able to figure out. Hours to go! Drat.

We returned by noon to drive the factory Boxster S on the Michelin course, having a choice of a run in that or the new Turbo. What a great opportunity, just sign up in advance, hop in the car and go. I LOVED the Boxster S and my time was almost identical to my earlier runs in Judy's 993. The Turbo times seemed overall a bit slower, not surprising with the tightness of the course, but certainly more explosive in nature. Finally, it was our turn at the AX. This course was long, two trips around the Cal Expo lot and access roads, and fairly high speed overall. The course required a lot of concentration, with some intriguing visual challenges. I knew I would need courage to go fast enough, particularly when I was not quite sure what the car was really capable of. Judy had elected to let me go first, so I would do the tire check this time.

It is difficult to go out on an autocross course cold and instantly transform yourself into a screaming manie, ready to attack and eke every speck of performance out of yourself and the car. The first run is always, for me, a "feeling out" of sorts, not all that fast in the interests of learning where to go and how the car and course feel together. I have tried hard to train myself to get really focused and intense by the third run, which is just right considering the whole show consists of only three runs at Parade. Compounding my anxiety over driving Judy's car was the lengthy wait in line, and the pre-staging, the staging and more staging. Manny Alban, Zone 2 Rep, was seen wandering about and somehow volunteered himself as our "pit boy." Tire pressure gauge in hand, he fussed with the car, and between

runs consulted at length with me. "Well, how's it feel, Ellen?" I casually and calmly opined, "Well, Manny, there's a bit of oversteer in some corners, all corners actually, and some understeer in spots too, and while we're at it, the car doesn't seem to respond well to trail braking..." while inside I was thinking, "Didn't you see me wildly thrashing around out there? Hell, I don't know what to tell you, but as far as I'm concerned, the motor's at the wrong end of the car!"

Judy and I had a small cheering section under the lone shade tree, consisting of east coaster Henry Hoeh from Metro, and locals James Ohl and some of the many Neidels. They kept us abreast of how we fared against the larger men's class (pretty good by the way - I would have been third overall). My times improved, though with one more run, I just know I could have done better! Judy drove next, with the pressure on. Manny kept an encouraging eye on her while I passed along some advice about shifting points and where "dramatic oversteer" was possible (and proven), though most of what I said consisted of "It's harder than it looks." We finished up the day in quite respectable fashion, though the hour was much later than anticipated. Judy was supposed to be off to another party (big surprise), this time the Porsche AG dinner, so I stayed with the car for "impound" at the end of the class.

Impound is a 30 minute period after the class runs where cars are available for inspection and potential protests. Wouldn't you know, someone in our class protested. Now, I am no expert, certainly, and hardly one to butt into these sorts of situations, "but", I happened to know that this particular protest was without merit (yes, Kumhos are DOT approved tires), and told the fellow so, "but", did he listen to me? No, and we all waited around, and around some more, before we could leave. Meanwhile, my good friend Laurie, visiting from Sutter Creek, CA, was waiting for me in the hotel lobby, while I was cooling my heels in impound. Situation solved through fortuitous use of technology and the Sisterhood. Sandy Provasi radioed Shelagh Matthews at the hotel, who found Laurie sipping wine at the bar (very late by now), and art show chair Susan Fleming overheard (needing a ride), and met them there to show Laurie the way to the AX site. Nicely done, ladies.

United with Laurie on site, we were finally free to go, only to witness a parking lot drive-by thrashing — of our stuff! A 914 managed to drive over Judy's and my

small pile of items removed from the car for the AX. The air pump was damaged, a camera body cracked, and other things well dented. Ironically, the clearly oblivious perpetrator proved to be the son of the guy who filed the protest in our class. The situation is, if you are wondering, still unresolved since the Boyd's seem unwilling to respond... (but dinner with Laurie was marvelous!).

Thunderhill. After our respective late nights out, Judy and I were off to the Big Track on Friday morning. Big Track indeed, at about 3.5 miles, it is reminiscent of the Glen, but much more open (not a tree in sight). The "Cyclone" is an abrupt hill with right angle turn on top, followed by a blind drop off, and patterned after Laguna Seca's Corkscrew. A bit unnerving at the outset, but then just very good fun. After a brief orientation, Judy was soon comfortable with the track, and we set out in search of faster times. Being a Club Race practice day, in addition to a DE, timing was de rigueur and the stopwatch I have for timed events was rather useful. We were just having a ball, barreling around and around, riding with each other. As the day wore on, I became more comfortable with the 993 (that I was planning to drive home in) and started putting the car quite a bit closer to the edge (don't tell Judy what I was doing when she wasn't in the car!). Limited slip differential is a wonderful thing. A new experience for me, and one I want to repeat! (Have I mentioned just how very much I LOVE driving on the track?) I also instructed, and had a great 944T student, who I was able to send solo in the afternoon. Mary Ann Behrens, Zone 7 Rep, went out with me for some fast laps in Jelly Bean and claimed to enjoy herself thoroughly. No flagging duties for the weekend, and lots of visiting with old friends and new.

The Club Race itself on Sunday, our second DE day, was most impressive. The multi-colored graphics covering the cars implied a fast-looking bunch, and they proved it on the track. There is nothing quite like the sight and sound of the whole field coming bunched down the main straight for the start of the race. After the first few laps, things seem to sort themselves out, but occasionally you see a real competition between closely matched cars, where the passes are taken, not given. That proved the case in one race, where Masuo Robinson (GGR) hunted down car after car in deliberate fashion before being sidelined by mechanicals. Very exciting stuff, and a wakeup call for those who imagine themselves to be

"Speed Racer" in their dream life.

One more interesting story, and a perfect example of PCA's motto "It's not just the cars, it's the people." The fellow pitted next to us, from Salt Lake City, was experiencing difficulties with his 911 racecar and was ready to throw in the towel. Seems his CD box had failed (don't ask me, I'm not a mechanic), and he was hugely disappointed. Loma Prieta member Catherine (Cat) Siemens had come up to watch the race and overheard the conversation. She offered the part from her same year street car, "just take it out, use it, and put it back, guys." You could not believe the glow emanating from this man, who moments before had given up all hope for the weekend he had been planning for months. That sort of generosity happens more often than we know, and is a true measure of the sort of people PCA attracts.

The autocross results, you say? What happened in the end? Yes. A number of people commented pointedly that a guest co-driver should be careful to not drive faster than the car's owner. The idea seemed to bother Judy much less than I, and after 3 weeks together as "Thelma and Louise", I was pretty sure we'd survive our competitive natures. After all, we both wanted to win, (and why not?) but could be generous no matter the outcome. At the AX Banquet, announcer Pasha did a great intro on 9A Judy Hendrickson and Jelly Bean- winners of the Long Distance Award, 2nd place in their Concours class, and, 2nd Place in their AX class P17L. Cheers, clapping. And, he continued, her co-driver 9B takes 1st Place. More cheers and clapping. Then, from the center of the room, an unidentified voice calls out, "It's going to be a long walk home to New Hampshire!"

(to be continued)



Autocross #6 ... continued

The Season Finale

Joe Kraetsch



Photographs from Autocross #6 by Ernie Grasso

We held the final autocross of the NCR Season at Moore Airfield in Devens, MA, on September 19th. This was our best autocross of the year. The weather was perfect—sunny, about 80° and not too windy. The timing equipment worked perfectly and everyone cooperated with their work assignments. 62 drivers attacked a great course designed by Scruffy that was both fun and challenging. We had a full complement of four morning runs and four afternoon runs. After that we tabulated the results, handed out trophies and were out by 3:30. It was a perfect ending to a great autocross season.

Many of the season Class Champions were already decided but a couple classes were still up for grabs. In Production Class 2, Lisa and I were both in contention with the winner of this event also taking the season trophy. Our battle was outlined in gory detail in last month's Northlander and although there is nobody I would rather lose to, I managed to eke out the victory in the afternoon. In Modified, Judy also needed a win to capture the season trophy which she did easily. The

season trophies will be awarded at the NCR Banquet at the Derryfield Country Club in Manchester, NH, on November 6th. Congratulations to all the Season Champions:

Joe Kraetsch	Production 2
Mark Schnoerr	Production 3
Georges Rouhart	Production 4
Bob Canter	Production 6
Ollie Lucier	Production 7
Susan Kelley	Production 9
Scruffy Lefebvre	Improved
Judy Hendrickson	Modified

I would also like to thank my staff for all their help and support throughout the season: Ed Broadhead, safety and equipment; Chris Darminio and Scruffy Lefebvre, course design; Miriam Dunster, Chris Jacques and Lisa Roche, timing and scoring; Judy Hendrickson, waivers and administration; Susan Kelley, grid

captain; and Mark Schnoerr, Novice captain. Thanks also to Georges Rouhart, Neil Halbert and George Skaubitis, tech inspectors and to Christine Skaubitis for early morning gate coverage. Thanks to Rob MacAlpine, autocross chair of the Renegade Miata Club (and an NCR member) for our reciprocity arrangement with his club. Once again, a special thanks to Lisa Roche for all her help and support preparing for these events. Finally, thanks to all the volunteers and participants for stepping up when needed and helping to keep all our events running smoothly.



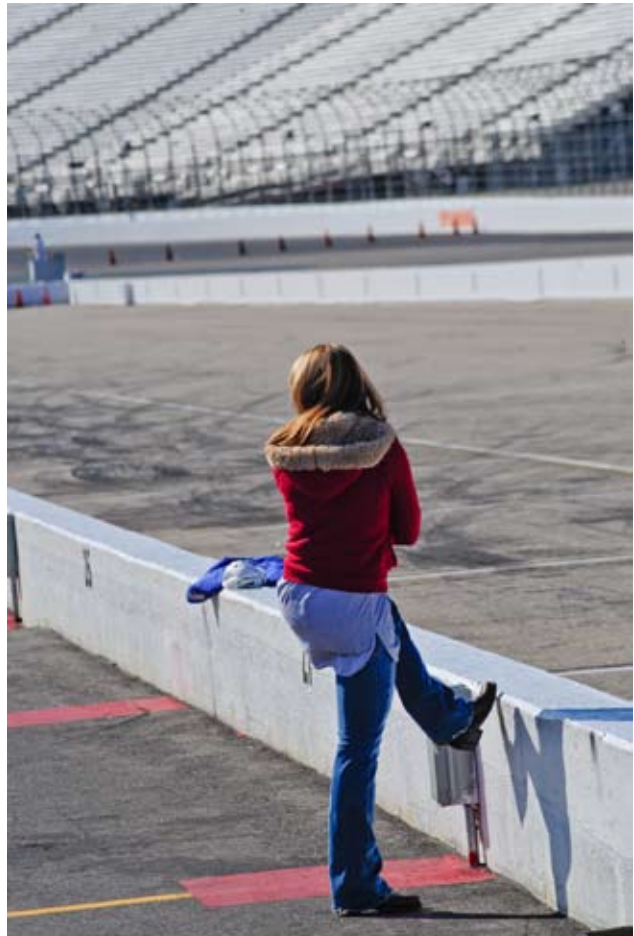
DE 2010 Spring Is A Long Time Coming

Photographs by David Churcher









Brakes 101

Bruce Whittier



Photographs of the PCCB by Porsche

While working as a Porsche mechanic I was asked the same question many times: should I use OE Porsche brake replacement components or can I use some less expensive after market brake components? My standard answer was that OE Porsche brake parts have been selected by Porsche after lengthy research and testing and are supplied to Porsche by some of the top brake manufacturing companies. These braking system components are manufactured from the very best materials.

A brake system component is not just another part of your Porsche, like the distributor cap or tail light lens. The essence of safety is your Porsche's ability to efficiently stop every time you apply the brakes. Your Porsche's brake system must perform perfectly over the life of its components. The level of performance a brake component delivers determines the safeness of the braking system.

As the performance level of the brake system components start falling-off, the braking system safe operation becomes jeopardized. At this point the braking system needs servicing to bring the level of performance and safe operation back

up to an acceptable standard. Servicing the brake system usually requires replacing the brake pads, rotors and flushing the hydraulic system.

When servicing your Porsche's braking system, you need to make a decision on which brake components are best for your driving style. The big question is: "Am I using the right brake system components?" Some of the factors you need to consider are listed below:

Some after market brake pad suppliers use the same brake pad friction material in many different brake pad applications. They go by the old adage, "what's good for a Chevy will be good for a Porsche". The one-size fits all approach doesn't work when it comes to Porsche brake pads and high performance driving.

When I first got involved in racing, there was only a single brake pad friction material used in all brake pads and shoes: "asbestos." With the phasing out of asbestos, many new types of brake pad materials have come on the market. Now when listening to someone talk about brake pads, you hear organic, non-organic, ceramic and semi-metallic

friction materials being talked about. There are over thirty different brake pad compound formulas on the market with each being designed to meet a specific type of vehicle needs.

Different compounds will deliver different braking characteristics. Each Porsche model has a specific friction compound profile that is best suited for use with the performance level and braking components of that model. Choosing the right compound for each Porsche model can only be accomplished by a brake pad manufacturer's engineers testing and selecting the compound formula for a specific Porsche model.

Brake pads

Different Porsche models have different friction compound requirements, based on the models weight; drive train layout, brake rotor diameter size and metallurgy. The design of OE Porsche brake pads is based on stopping power, heat dissipation and pedal effort under all "Street Driving Conditions."

The type of friction material, as well as the

manufacturing process all work together to determine the final overall durability of a brake pad.

Today, there are many manufacturers of brake pads to choose from. Some of the better known, are ATE, Brembo and Ferodo.

Brake rotors

The selection of the right brake rotors requires something I have always had a problem with -- logical thinking. Brake rotors need to meet both the safety and performance level of the model Porsche they are installed on. Brake rotor design can range from a bone stock 944 used for commuting to high speed needs of a track only Twin Turbo 996, which requires much higher heat dissipation. High performance brake rotors are usually slotted or drilled for heat dissipation and should always be matched with high-density brake pad friction material. These rotors need to be manufactured from the highest quality materials, properly cast to eliminate any warping and inspected for casting imperfections and fissures that can cause brake rotor failures.

Brake calipers

The function of the brake caliper actuating pistons determines the brake caliper's performance, with proper fit and mounting also being critical. Porsche brake calipers utilize anywhere from a single to a 6-piston design, depending on the model Porsche. Each brake caliper design incorporates piston sizes that have the best possible braking force application when the brake pedal is pushed.

Both the position and alignment of the brake caliper must be perfect to allow the braking operation to perform as required.

Matching

We have learned that matching the correct brake pads to the correct brake rotor and caliper is crucial in maintaining good stopping power. If the material used to make the brake pad is harder than the brake rotor, the result can be grabbing of the brakes and excessive wear of the brake rotors. If the brake pads are softer than the brake rotors, the results can be a braking system that does not perform well, and may lead to an unsafe operating condition.



Matching the brake system components is necessary to provide the safest and best control while braking. I can't understate the value of a properly balanced braking system that works well.

Brake system balance

Different types of drive trains require different types of braking system components. Rear engine models have different braking characteristics than front engine models, which may be different than brake components used in mid-engine models. Since Porsche incorporates all three of these drive train systems plus all-wheel drive. You can understand the importance of using the correct braking components. Porsche engineers take into consideration the importance of all these needs and match them for the best possible performance.

Balancing the stopping power is also very important when it comes auto-crossing and other track events.

The first thing you need to understand is that your brakes don't stop your Porsche, your Porsche's tires do all the stopping. So the first step in setting up good brake balance is first being sure you have good front to rear tire balance. To better understand your Porsche braking balance you need to analyze its handling characteristics and apply what you have learned to the braking system.

If the front tires reach their limit while braking and lock-up, that's called "front brake bias". If the rear tires reach their limit while braking and lock-up, that's called "rear brake bias". A Porsche with biased brakes will be slow and will push its way through the turns. On the other end is the Porsche with too much rear bias, will be twitchy and very hard to control.

Now with all that being said. Many times you can purchase the same brand brake components used by Porsche as OEM through the after market. Your local independent Porsche repair shop can help you when it comes to finding out what brand brake component were fitted as OEM to your model Porsche.

Lastly, we are lucky to have so many good independent Porsche repair shops in the North Country Region that can advise you on what is the best brake package for your Porsche. For the names of a few of these shops please check the advertising pages in the *Northlander*.



Ed and Nancy's Barn Warmer, September 25, 2010



Project completed ... the new barn with enough steel framing and roof slope to deal with NH's snowy winters without fear.

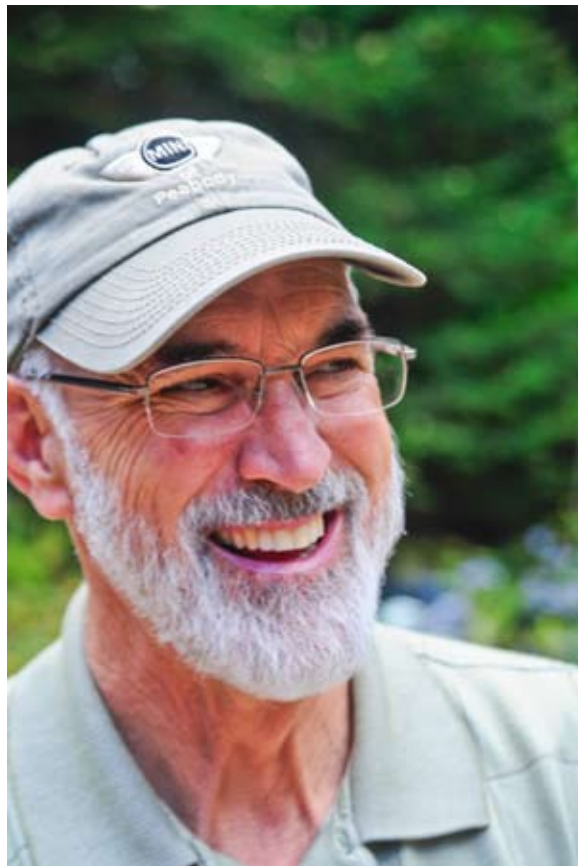
The next project, Nancy tells us, is the house.

Photographs on pages 24, 25 & 26 by David Churcher.



The gentlemen above in yellow shirts were the construction crew for the barn. Here they pose with their ladies and their kids, and Edgar and Nancy.

Chief DE Instructor and our Web Master clearly enjoying the day.





Some things have not yet found a new home in the new barn.

Meister Chef preps.

I was wondering if yellow suits me ... maybe I should ask Ivy?





Photographs on this page by Toni Surdam.

The 356 is a project completed, the tractor above is a project for the future but in the meantime makes for an interesting photograph.





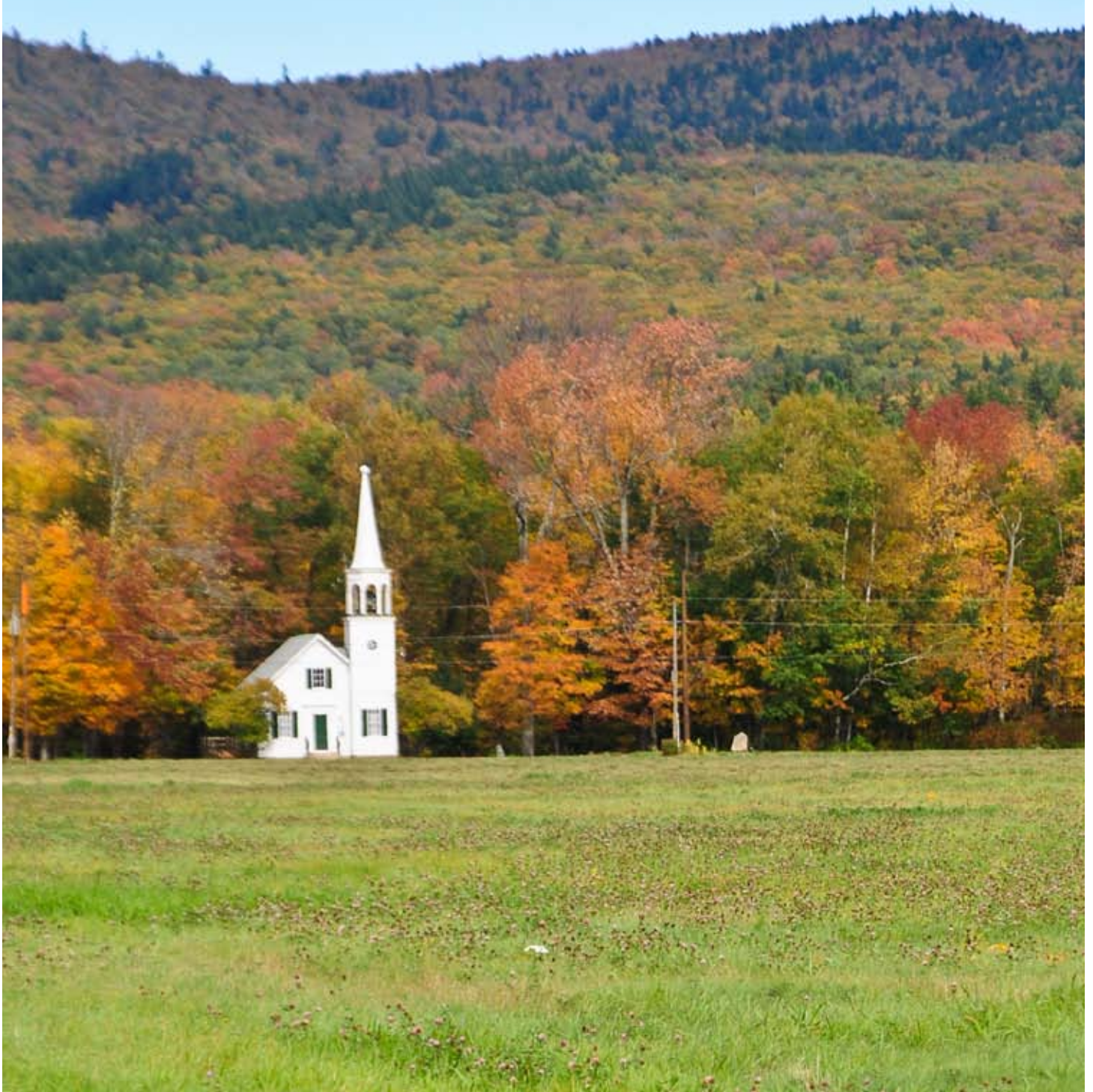
*Ed's favorite Porsche? Actually he prefers to borrow Ferry Porsche's line: "My favorite Porsche is the one I am driving at the moment."
Photograph by David Churcher.*



Fall Foliage Rally

October 3, 2010

Peter Rokel





The rally winners Peter Rokel and Paul Marino in the 928 head out in to the beautiful weather and scenery arranged by Jim and Deb Gratton.

First of all I'd like to thank Jim and Deb Gratton for putting on a scenic and entertaining rally. Even more I'd like to thank them for being the type of people that give up their personal time so that others can come out and play. That is very much appreciated.

Sunday was just about perfect weather for a rally. Due to my usual navigator living a mile from the Deerfield Fair I was with my eventually-will-be-brother-in-law Paul, a car guy, and the only person I could find that would spend hours stuck in my car with me. We arrived relatively on time. (The Alton traffic circle is actually 20 minutes farther away than I think ... every time) We just barely got done admiring the variety of other Porsches when it was time for the drivers meeting. My rookie navigator started to get a bit nervous at the mention of the no drugs and alcohol policy. I told him "last night was hours ago, they don't actually breathalyze and they really mean drivers anyhow" which seemed to put him at ease. While I was receiving a bag containing two waters and two giant apples from the Grattons, there had been a conversation going on between Paul and team Dunster that I didn't really catch but none the less

seemed to rile my partner. Luckily, we proceeded to our cars to begin the rally.

Paul and I sat in the car trying to organize everything. The waters came up front and the apples went in the back. Our first team decision was deciding it would be unwise to consume a giant apple's amount of fiber with only two porta-potties along the way. During this time I was also informed that we had been "called out." Now, I don't know if you have ever issued a light hearted challenge to anyone who is 100% Italian but.... at that moment I knew that my "low key" gimmick rally was going to be a morning with "The Situation" on a mission from God.

We were one of the first cars to leave. Everything remained uneventful for a while with Paul reading me the questions and directions. That was until we noticed an old school 911 heading in the opposite direction, He started to panic a bit and started thinking we missed something. He repeatedly questioned whether we should turn around. I explained to him, that was a 911, and his change in direction was probably more related to a sharp turn with a little sand on it than the question sheet (send hate mail to pgr928@yahoo.com).

That seemed to quell his urgency for us to turn around.

It wasn't long after this however that things started to unravel a bit. About half an hour in, and after a 15 second barrage of questions by me: "What is the next direction? how far? right or left? what farm? read the question, what team? read the question," Paul's stress level started to build. He looked at me and said "dude, this kinda sucks." I didn't really understand why he was tense, after all, we had been traveling at a "scary fast" 27mph for about 15 miles now. (I think we were even passed by a square Prius type thing) but I decided we should pull over for a little "time out" and a little hug. "Do you need an apple?" He said no. I informed him "this is what the gold 944 wants, they got in your head, alright fine, we'll let the chicks beat us." At that moment his eyes glazed over, I think I could actually hear the "Rocky" theme song playing in this head. From then on, he was all money, flipping the sheets around, writing stuff down, he was in it to win it.

Every so often we see Mirriam's 944. Paul would yell "there they are!" like there was

some defensive rally move I should be employing. He didn't even get flustered on the "water trough pull off question." There were no other Porsches around and we didn't want to give the question away. I was stopped, looking in the rear view mirror, foot on the gas feathering the clutch, yelling "let's go, let's go, let's go" not even fazed he got everything down. Only one other moment of doubt arose within Paul the rest of the rally. We reached the "no clues" section of the rally. He had accessed the number of questions answered and the amount of directions used. He exclaimed "We're fornicated!" (not exactly but you get it). "Don't worry, we're good, check the mileage." There was a lot of driving left.

He told me to take a left and the restaurant was right there. Now, I was in disbelief. The rally can't be over, we have 2 questions left. As implausible as it seemed, we were done. We went to eat not feeling very confident. Usually someone gets them all. After a while Jim came over to ask us bonus questions. Hmmmm they don't do that for 5th place. We knew them all, but as it turned out so did Mirriam's team. I couldn't believe it was coming down to us. In the end it came down to what we do best, lucky guesses. We picked a closer number between 1 and 10. Not really quite the way we wanted to win but in the end, I'm writing the article. I guess it's better to be lucky than good. I'll consider this one a "push" and hopefully we can finish it in the spring. Thanks to everyone for a great time.

Peter Rokel and Paul Marino red 928 car # 21.





Photographs on page 32:

A Porsche Corral?

Drivers' Meeting.

Deb Gratton takes registrations.



Photographs on Page 33:

Lisa greets Judy while other members plan strategies and tactics for the rally.

Crisp weather, sunshine, and autumn leaves ... does it get any better than this?

Mickie Davidson and her girls ... all smiles.



Fall Foliage Rally 2010

Jim & Deb Gratton - Rally Masters



The date of Sunday, October 3, 2010 was set at the annual planning meeting for the fall rally. Now the questions for the rally masters began in earnest. What type of rally, starting point, ending point, quality of roads, length of rally, bathroom breaks, restaurant, Sunday traffic, etc.? As we reflected upon the myriad of questions, several issues came up for discussion. We live in Kennebunk, Maine and many of our recent rallies have been along our beautiful coastline or nearer our home (Robin Hood Rally). We wanted to do a centrally located rally that might attract more members and would have easy access to Route 93 for either "arrival to" or "departure from" the course selected. We decided upon a low-key gimmick rally on back roads that would showcase the fall colors in the mountains of New Hampshire.

Deb googled the back roads of New Hampshire and I looked at traditional AAA road maps. We combined notes and after a few phone calls to Chambers of Commerce to check on quality of roads, we had some tentative routes. One call to the Sandwich C of C was greeted with

laughter when I asked if our Porsches could travel the Sandwich Notch road. I was politely told we could if we were all driving Cayennes. I got the message.

The next step was to drive the route and look for potential questions/clues. Our first run coincided with our invitation to Matt and Xana's Romanowski's wedding at The Brass Heart Inn in Chocorura, N.H. We spent the morning touring roads, checking views, developing potential questions and looking for restaurants. Day one was successful with the highlight being able to share in the exchange of vows in a beautiful setting for Matt and Xana.

There were three more trips to Alton, NH (starting point) to finalize roads, to develop more questions and to visit Walter's Basin Restaurant in Holderness, NH (destination). The third and final drive was on Friday prior to the Sunday rally. October 1 was a day of torrential downpours. The Weather Channel was saying the Pemigewasset River was going to crest twenty-four feet higher than normal. What did this mean to the tributaries? Were we going to have

roads washed out, bridges out, or other unforeseen problems? We left our home with a lot of uncertainties as to what we would find. We ran the 80 mile course and found everything to be fine.

Sunday, October 3, dawned as a beautiful, crisp, sunny day. We had 24 cars registered and by 10:15 Deb had everyone registered, cars "teched", driver's meeting completed, and the first car off with their directions and 20 questions in random order. We anticipated the course would take two and one-half to three hours to complete. At the restaurant, score sheets were tallied for experienced and novice rallyists. The best scores for the experienced group was 18 out of 20 (4 entrants), while the novice group scored 17 out of 20 (2entrants). A series of tie-breaker questions to determine the winners was necessary. From the Rally Masters' perspective, "It was a great day!"

Rally results on the next page ...



Experienced Rallyist

1st Place - Pete Rokel
and Paul Marino

2nd Place - Miriam Dunster
and Lory Pratt

3rd Place - Mike and
Biff Gratton

Novice Rallyist

1st Place - Brad and
Mickie Davidson

Special Award*

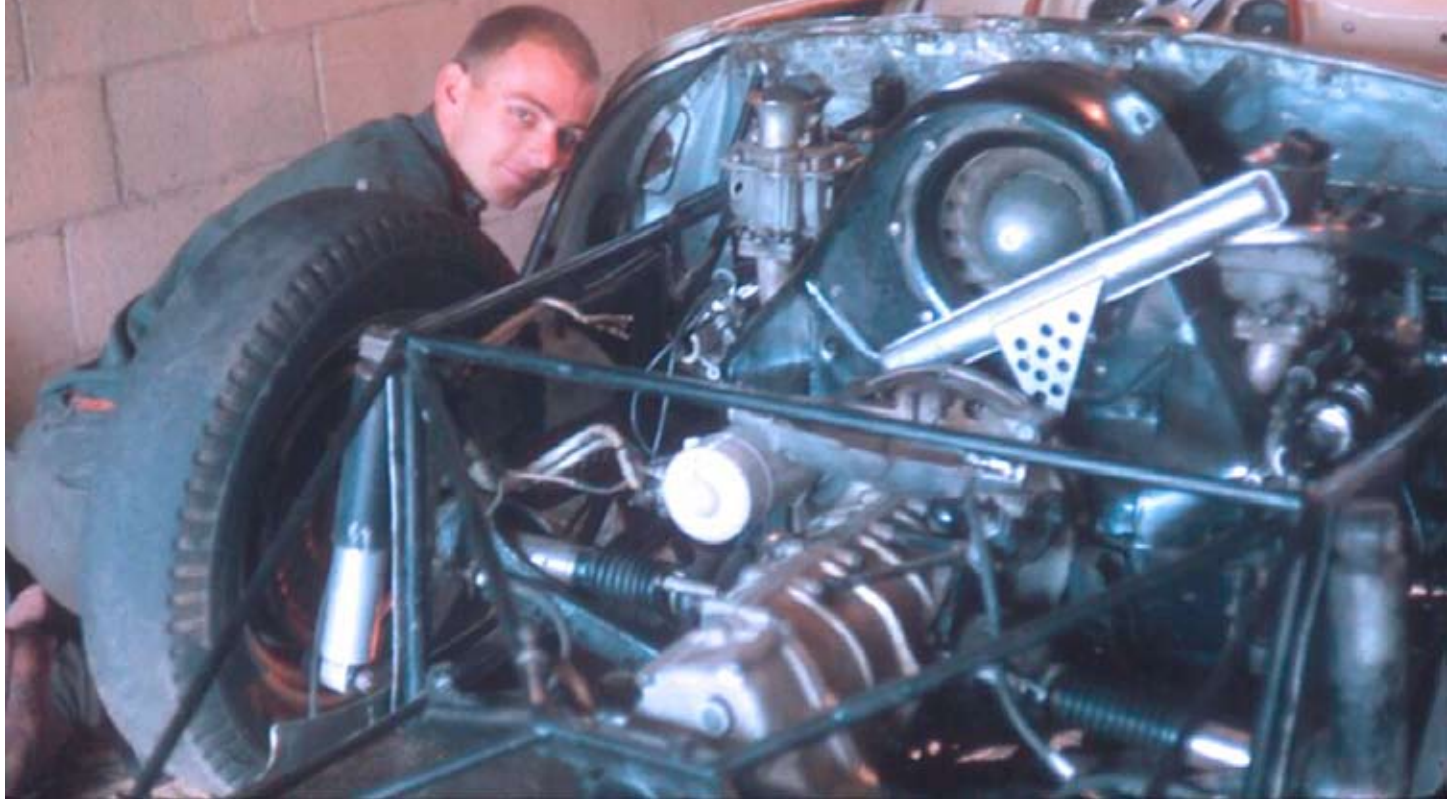
Mark Nadler

* Mark started his day in Alton by replacing a broken throttle cable in one of the entrant's car.



A 550 Story

Story and Photographs by Nancy Broadhead



Old Kodachromes filled with memories and a little faded by age. The photographs shown here were taken circa 1963. The young man checking out the 550? That's Edgar Broadhead.

A bit of background

Once upon a time, a young Porsche fanatic with his first new (and still only new) Porsche, a 1961 Super 90 Roadster, married a naive young woman with a new 1962 VW convertible, owned largely by her bank. He had always wanted a Spyder, but couldn't convince even himself that it would be practical as an only car in Massachusetts. But gee, she had a car for transportation. Hmmmm...

In almost the blink of an eye, he had swapped the Super 90 for a 1957 550A RS from California. In the second blink, the 1962 VW and its payments had been exchanged for a 1955 version without payments. Remember -- no, you probably don't -- the canvas sunroof and the color somewhere between blue, gray, and rust?

Over the next year or two, after they moved to NH, the '55 VW got Porsche brakes and engine and became a real sleeper, known as the P-wagen, occasionally noticed on Route 128 on trips to greater Boston!

Back to the Spyder

Ed had always wanted to go racing. That process involved going to several SCCA schools; conveniently they were at Thompson Speedway quite near his parents' home in RI. We had no trailer, so the Spyder needed to be registered for street use in NH.

Ed was working fulltime; I wasn't, so I drove the car to Kidder Garage in New London for inspection. (Yes, the same Bill Kidder whose collection ultimately became the Ice House.) Bill, honing his political skills, told me that the state had said that any unusual vehicles were to be referred first to the state police.

So I drove the car to Newport, parked it, and got in line to see the trooper -- behind someone who had just flunked his license exam for the 3rd time. Said Trooper was happy to encounter a different problem. This was, as verbatim as I can remember, the exchange:

Me: Bill Kidder didn't want to inspect our car without your OK.

SP: Show it to me.

Me, pointing out window: He didn't seem to care that the inspection sticker would cover most of the windshield. He was worried about noise.

SP: Is it stock?

Me: Except for the two mufflers we added so that we could stand to drive it.

SP: Then what's the problem? All these little foreign cars make noise!

I went back to Kidder's, reported that the state police said it was ok, got an inspection sticker (which we put under the seat, not on the tiny windshield), and never had another problem with that.

On to Adventures with the Spyder on the Road

One of Ed's early adventures (misadventures?) in the Spyder was at an AX at the Orange, MA, airport. I think this was with a non-PCA group. The limited slip didn't, he went off the runway sideways, snap-rolled the car leaving a



Slightly pixelated and faded ... but the the memories are all in there.

mud spot on his helmet but no mark on the roll bar. His only injuries were from being a bit cut-up when his shatterproof face-shield shattered. (Yes, we sent the remains off to the Snell Foundation.) Drove the car home.

Starting the car from cold was always challenging. We became quite accustomed to flames shooting from the carbs. The one time there was smoke from the area, I ran for an extinguisher! No major fire, but some repainting of the hatches was required.

Ed used to do his test drives on our public road. One local gendarme lived nearby but kindly stayed indoors so he wouldn't actually see Ed misbehaving. (The same friend later directed traffic when I practiced figure-8 turns for my motorcycle license test.) The only complaint about those test drives came from our next door neighbors' teenage daughter; it seems that the Spyder disrupted their tv reception, so she wondered if he could arrange to pass their house only during the commercials.

Driving back and forth to the SCCA drivers' schools in Thompson, CT, was interesting. Ed would lead the way in the Spyder, and I'd follow in the P-wagen full of tools. The trip was in the dark in both directions, with both ends of each trip on narrow back roads. An unsuspecting slowpoke wouldn't see Ed coming, he'd "shift down two and stand on it" stunning the poke so much that I too was able to pass!

NER had a joint weekend event in the Laurentians with a Canadian Porsche group. We took the Spyder, packing very lightly -- the car only had room for an "FIA suitcase" that would fit between the tube frame and the door. But then it rained on the trip north, so we moved our cargo to a friend's coupe; eventually we moved me there as well - I was very wet, miserable and bad-tempered. But wait, there's more! This was in October, practically winter in St. Agathe. There was frost that night at the motel. The Spyder was not happy. There was another Spyder with owner (Lou Hilton, from Greenville, ME; that car is now owned by

Jerry Seinfeld) at the same motel. That car was trailered, so reluctance to start wasn't a big problem, but Lou worked hard coaching Ed and eventually something worked, so he could run the AX/hillclimb at the event. Ed was lucky; he didn't get sick until we got home. I rode home with the Dows, probably moaning and groaning all the way.

Eventually, we did get a trailer for the car, towing it with a VW bus, powered by Corvair. It was still exciting, somewhat under-powered and brake-imbalanced, but it sure was nice at the track to have something spacious in which to wait out showers. We could even invite friends in for lunch!

Winter vehicle storage has always been a problem for us. One year guests were in the barn and asked where the Spyder was. Ed pointed up. He'd hung it overhead with chainfalls, so that there would be some space underneath. Many years later, we did the same with a catamaran. Nowadays, the 911S resides on a lift, with the 944T parked underneath.

The Spyder Leaves

While Ed won a number of trophies with the Spyder (FTD NER hillclimb at King Ridge, 1sts & 3rds at SCCA Regional & National races), eventually the beautiful little car with the skinny tires just wasn't competitive any more. But he wasn't yet ready to retire from wheel-to-wheel racing. Having two race cars was out of the question. In 1969 he sold it for (brace yourself...) \$1500, bought an Elva BMW and continued racing for quite a while. Yes, once in a while we think about what we could sell the Spyder for today, but not for long. We owned one for 6 years, and continue to enjoy the memories!

The saga isn't completely over yet. Just before we left for the 2010 Parade, Ed got a call from the owner (maybe just a broker) in Florida who was trying to track the car's history; we sent him some documentation. Then at the Parade, Prescott Kelly told us that the car had been sold and was on its way to Europe. More recently, Ed was contacted by two people in California who report that #550A-119 is alive, well, and making appearances in Monterrey. So it remains a bit of a mystery; we'll keep you posted!



More photographs of Edgar at speed with the 550. The photograph under the trees was taken at Ed and Nancy's first NH house in Springfield. Note the roll bar which was added to meet USA rules ... the factory original is under the headrest.



The Great Pumpkin Shoot 2010

Charles E. Brown



How many NCR members does it take to arrange a pumpkin shoot, set the props, and then go to dinner?

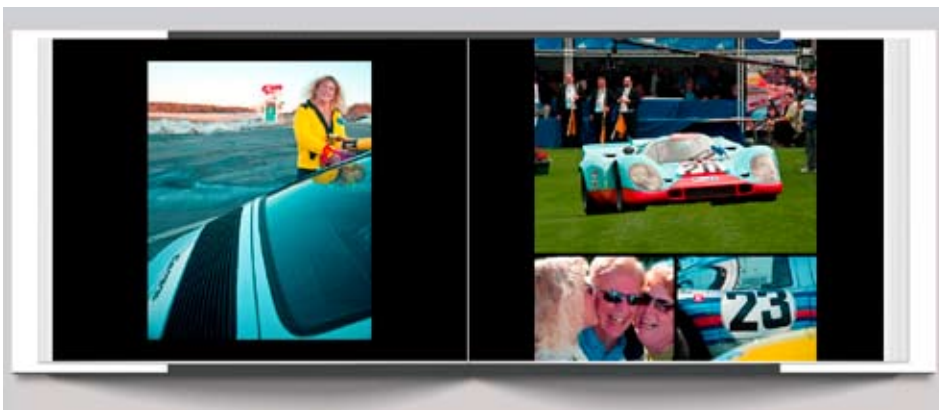
Seven.

And how long does it take?

It takes a week or so to plan it, five days for weather to cooperate, 15 minutes to place the tractor, about an hour to shoot, and three hours for the following dinner.

Two years ago Northlander had a nice collage cover of pumpkins and a Porsche, and Ivy and Tracey as models. We decided to do it again this year and to involve Ed and his Porsche tractor. Tracey secured the pumpkins and other props, Ivy wore a turtleneck in response to recent emails (see BTW page 44 in this issue), the weather cooperated for our Plan B date, Hank proposed dinner, Ed and Nancy chose a nearby restaurant (The Old Courthouse) in Newport NH. An excellent time was had by all.

NCR Books and Calendars, 2010



NCR's Year Book will be on display at The Banquet in November.

We will keep the price under \$99 due to current economic times but we realize this is still a lot of \$.

If you are interested in a copy please give us a heads up at Northlander@ncr-pca.org ... we can use this heads up to get a final price estimated and show you the sample, and the price, at The Banquet.

All \$ above direct production costs will go to NCR charities.

NORTHLANDER 2011



Photograph by Bernhard Lorenz
© Porsche AG. All rights reserved.

It is almost 2011.

Organize your year with a head start by ordering your copy of the Northlander 2011 calendar.

Samples will be on display at The Banquet and orders will be taken then. Your copy will be mailed to you by December 15.

JANUARY 2011



The price? Just \$14.00, or two for \$25.00

Samples will be given away as door prizes at The Banquet.

All \$ above direct production costs will go to NCR charities.



Indianapolis 500, 1964

David Churcher



The ultimate in vanity and chutzpah ... he published his own book.

Finally, after 46 years, the b&w photographs from this great event (in my life) are now compiled in to this book.

A sample will be on show at The Banquet. If you would like a copy of this dust collector for your coffee table we will take orders.

The price will be under \$99 depending on how many copies we print.

All \$ above direct production costs will go to NCR charities.



Are you old enough to identify, and relate to, the gentlemen in this photograph at left? Or those in the preview above?

BTW:

**Porsche Club of America
National Newsletter Contest**



**2010
First Place
Class IV**



Northlander

North Country Region
David Churcher & Tracey Levasseur
Editors

A fix to an oversight. Can you spot the fix?

BTW:

Porsche of Stratham has canceled Tech session 3 previously scheduled December 2, 2010.

Let us help you with that...

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.



Safety Devices Rollbars • HANS Device • Recaro, Racetech & Cobra Seats
Racing Suits, Shoes & Gloves • HJC, Arai & Bell Helmets • Motul & Red Line Fluids

**SCHIROTH
RACING**

NEW LOCATION!!!!
9A Electronics Ave, Danvers, MA 01923
Mon-Fri 9am-7pm, Sat 10am-2pm
www.hmsmotorsport.com
888-467-3269

**HMS[®]
motorsport**

Meister Restorations Corp.
The finest of all Porsche restorations



complete in-house services offered:
Metal fabrication - body and paint work
Mechanics & machining - interior work

Route 28 North Barnstead, NH 03218
PO box 846 Alton, NH 03809
Tel/Fax (603) 776 3561

Rainer Cooney - Jerry Dascoli

President

...continued from page 6

So next time you see someone, staring, lusting, loving their Car...don't give them a dirty look. Understand where they are coming from...well most of them.

When it is time for your next "car" purchase go with the one that stands out . The one that made your heart go pitter patter. The one you stared at for hours. The one you said...I just love that car. When you name it think about what that car means to you. What the car says to you. Care for it – even love it. For those that are saying someday. That someday is now. Life is too short to not be happy. We never know what tomorrow will bring.



BTW:

This just in from Brian Arenstam:

Why is Ivy's name missing from the Presidential nomination? That can't be right! I like Jay and all...but I'm writing in Ivy for President!!

Funny how she goes and gets married and things change. Next thing you know her new favorite color is blue and she starts wearing turtle necks. :-)

Editors' note to Brian:

See the cover of this issue.

:-)

European Auto Service



Maine's Premier European Auto Service Shop
Located in Freeport at 353 U.S. Route One

The alternative to dealership service.
 Capable of repairing the absolute newest European cars.
 Our reputation for expert service with personal regard has meant long term customer satisfaction

Utilizing Factory Diagnostic Equipment & Technical Information
Plus

Our involvement in industry organizations for the advantage of networking and access to current technological service information. Gives us an edge above to get your car diagnosed & repaired properly.

865-6600

BMW * MERCEDES * PORSCHE * AUDI * MINI

Stuttgart Northeast, Inc.



SERVICE FOR PORSCHE & MERCEDES BENZ
 SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette Owner - Technician 978 777-3077 FAX 978 777-9985	507 Maple Street Route 62 Danvers Massachusetts 01923
--	--

BTW:

A 50th Birthday Party NCR Style

CAN YOU BELIEVE IT

MIRIAM IS TURNING 50

THIS WILL BE DONE IN A RALLY FORMAT AND YOU WILL BE ASSIGNED A LOCATION TO MEET UP WITH THE GROUP

COME JOIN US

OCTOBER 2ND 4:15PM @

RSVP: To Jerry Karcher
603-828-7238

I HOPE ALL OF YOU CAN COME CELEBRATE WITH ME!!

see page 50

SCHINDLER
LAW OFFICE, PLC

Business
Tax
Nonprofits
Trusts & Wills

STEVEN E. SCHINDLER
Attorney
Certified Public Accountant (CPA)
Certified Trust & Financial Advisor (CTFA)

Rutland • 802-773-9100
More Information: schindler-law.com

D.L. Carlson
Investment Group, Inc.

*Guidance Over the Financial Terrain
of Today and Tomorrow*

Established 1989

As an investor you have to ask yourself some important questions.

- ✓ Do I personally know who is managing my hard earned assets?
- ✓ Am I comfortable with their experience and credentials?
- ✓ Do they really understand my concerns and objectives?
- ✓ Do I understand their philosophy and approach to the global markets?
- ✓ Do they use a formal process in their decision making?
- ✓ Can I be sure that they will put my interests first?

Our customers can answer these questions with certainty. I specialize in introducing investors to the advantages and benefits of working with our experienced team.

Stephen D. Robbins
Vice President
D.L. Carlson Investment Management Group, Inc.
101 North State Street Concord, NH 03301
603-224-5977
Steve@carlsoninvest.com
www.carlsoninvest.com

SALE:*** (a) Craftsman 5-Gal Air Tank, \$15; (b) Kingdragon Neck Support; \$20 (c) Chatterbox for Helmet- \$ 15.00, email: jackoliv18@thesaunders.mv.com

SALE:* 2006 - 27' Custom Lobster Boat manufactured by Eastern Boat Co. Custom mahogany ventilating windshield, convertible top, custom seating, teak swim platform, Nidacor hull with full keel and 10 year warranty and Navman GPS. 350 CI Mercruiser inboard with 90 hours. Boat has been kept in a boathouse on a lift at all times when not in use. In like new or better condition. \$56,000 Jay Gratton @ JEG914@AOL.COM

SALE:* 1987 944 Turbo - Coupe, red/blk. Street legal track car -Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

SALE:** 1987 928S4. Friday night date car. Red over black, automatic transmission. Killer aftermarket sound system. Former Georgia car. Body excellent, interior okay but presents well. 17" cup wheels with Toyo Proxies. Runs strong and is frighteningly fast. Has slow leaking water pump which needs to be replaced. This car is not really my style: I'm a 944 guy. Make me an offer. Photos available by email. John R. Killion JRK944@aol.com

SALE: * 2007 Cayman S; 3000 miles; perfect condition and stored in climate controlled garage; comes w/ 7 year tire warranty and 5 year Resistal protection. Meteor gray, with heated power seats, Auto Climate Control. Bose Surround, Bi-Xenon Headlamps, 6 Disc CD, Tiptronic, the Preferred Package Plus w/Tip ... \$42,000 Charlie Contarino 603 329-7307 ccontarino@aol.com

SALE:* 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires. Mileage = 175,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

WANTED:* Ski rack tailored for attachment to engine lid grill of a 1995 C-4 993. It needs to clear a small wing about 6" above the lid surface. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

SALE:* 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great! Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

SALE: * WPOAB0966KS450989 1989 911 Carrera 4, 82K miles, 5sp, Grand Prix White, Black interior, sun roof, excellent condition, body pristine, no track, no snow, garaged, no mods, meticulously maintained, new Bilstein shocks, new fog lights, 3 new rear lenses, recently upgraded AC blows cold, new spark plug wires, new tires 2K miles ago, just replaced oil thermostat and oil hoses and all belts, recent oil change, Kenwood CD with Bluetooth and iPod USB, new Kenwood speakers.

This is an immaculate example of a classic 964. Great driving car

Asking \$19,500 Constantine Brocoum 603-496-8501 after 530pm More photos available by email. cbrocoum@gmail.com

SALE: * 2004 GT3 Black/black with approx 19K miles. VIN # WPOAC29924S692393. Full leather interior, red stitching on dash & door panels, console delete, Euro GT3 leather seats, Tequipment stainless steel roll bar w/Schroth harnesses, fire extinguisher, thicker steering wheel and many other extras. Four new Michelin Pilot Sports and front rotors installed in August. Factory leather seats and a set of Fikse FM10 wheels with Pilot Sports mounted also included. Maintained by EPE and garaged year-round with no Winter use. Photos available. \$56,500 - Steve Artick sartick@gmail.com or 781-272-7227

Wanted:* Four Wheels- 16" Dia. with- Offsets = For Fronts=55 mm & For Rears= 70 mm. Contact Jack Saunders @ (603) 536-4275 or email- jackoliv18@thesaunders.mv.com

SALE: * 1986 Porsche 930 Turbo ... \$42,500. 33,000 miles, 3.4 RUF engine, 6 speed T-50 and LSD, original paint, full RSR coilover suspension, 935 distributor, Porsche Motorsport 962clutch, 995 Twin Turbo brake system. This car has over \$75,000 in mods, over 500 HP, and goes over 200 MPH ... KIM 603 679 8004, cell 603 765 9230

Is your advert now obsolete? Please let *Northlander* know if your advert is no longer valid.



Edgar Broadhead

**NCR Tech Inspectors
2010**

New Hampshire

Craig Wehde
Sports & Vintage Car
Plainfield, NH 03781
603-675-2623

Mark Nadler
Exotech
Plaistow, NH 03865
603-382-3599

Bob Tucker
Portsmouth, NH 03801
603-659-0893

Bob Pickul
Claremont, NH 03743
603-543-1738
pickul911@hotmail.com

Edgar Broadhead
New London, NH 03257
603-526-6578
edgar.broadhead@ncr-pca.org

Dick Horan, Rich St.Jean, Ralph Alio
Don Durfee, Nelson Brooks
Precision Imports
Manchester, NH 03103
603-624-1113

Tyson Duve
121 Kendall Pond Road
Windham, NH 03087
Home: 603- 434-5935
tysonduve@yahoo.com

Blair Talbot, Ryan Hunt
Blair Talbot Motors
89 Industrial Park Drive,
Dover NH 03820
603-740-9911
talauto@aol.com
(charges for unfamiliar cars)

Abe Anderson
Bow, NH 03304
603-228-1790
abe911@comcast.net

Andy Sanborn
13 Mudgett Hill Rd.
Loudon, NH 03307-1123
603-428-8362

Steve Berlack
42 Church Street
Franconia, NH 03580
603-823-7748
sberlack@burkemtnacademy.org

Paul Magarian & Steve Cochran
Porsche of Nashua
170 Main Dunstable Rd
Nashua, NH 03060-3638
603-595-1707
(No charge if you show PCA card)

Damon Josz
Series 900
Sunapee, NH
603-863-0090

Chris Loader, William Crawl, Shane
Mellen
Loader Imports
210 Main Street
Sandown, NH 03873
603-887-0911

Matt Romanowski
243 Elgin Ave
Manchester, NH 03104
603-674-3250

Kevin Berry
Wolfeboro, NH
Home: 603-330-0388
Cell: 603-534-8823

Maine

Ray Ayer
Ayer European Auto Restoration
Gardiner, ME 04345
207-582-3618

Jerry Austin
222 Rockwood Drive
South China, ME
207-445-5166
austin@pivot.net

Corey Jacques
German Auto Service
201 North Street,
Saco, ME 04072
207-282-3013
coreyjacques@rocketmail.com
mercedes@jne.net

Michael Grishman
Autosportnortheast,
46 Pine Hill Rd.
Berwick, ME 03901
207-698-1000

Ryan Hunt
Morong Audi, Porsche,
196 US Route 1
Falmouth Maine 04105
207-781-4020
cell 603-833-770

Massachusetts

Peter Faill
296 Boston Road
Groton, MA
978-448-8496
peter.faill@ncr-pca.org

Al Ward
Chatham, MA
508-945-5517

Mark Schnoerr
11 Cliff Rd
Bellingham, MA 02109
508-966-3236
schnoerrmeister@comcast.net

continued on next page ...

Vermont

Bill Smith
Auto Union
Northfield Road
Montpelier, VT 05602
802-223-2401
(Charges by the hour)

Rick Cabell
Eurotech
615 Airport Parkway
S. Burlington, VT 05403
802-660-1900
eurotech@together.net
(Charges by the hour)

Paul Jacques
Rennline Inc
1 Tigan St
Winooski, VT 05404
802-655-5311
Fax 802-655-6283
sales@rennline.com

Sisco Lellos
Green Mountain Performance Co.
17 US Rt. 4
East Mendon, VT
802-775 -3433
sisco@greenmountainperformance.com

Rhode Island

Chris Darminio
101 Mailcoach Road
Portsmouth RI 02871
401-846-9337
christopher_m_darminio@raytheon.com

New York

Rick Kolka
Continental Automotive Repair
Service
75 S Pascack Road
Nanuet, NY 10954
845-356-2277



www.ayereuropeanauto.com



Ray Ayer
P.O. Box 490, Gardiner, ME 04345
(207) 582-3618



Your
Authorized
Service Center



**Nelson Brooks is shown
operating Precision's new
Porsche scan tool**

Call (603) 624 1113
Toll Free 1 800 464 2031 183 Faltin Drive, Manchester, N.H.



Tool and Equipment Connection, Inc
 63 George Leven Drive North Attleboro, MA 02760
 888-594-7800
 info@teclifts.com

Offering equipment solutions to improve your garage environment

- Service lifts
- Storage lifts
- Motorcycle lifts
- Jacks and stands
- Cabinetry
- Workbenches
- Lubrication equipment
- Waste oil management
- Compressed air systems
- Exhaust extraction



MOHAWK



LISTA
 MAKING WORKSPACE WORK

Lifting Your Expectations
 Since 1984

www.teclifts.com

EXOTECH

LET OUR EXPERIENCE HELP YOU

All facets of routine maintenance for daily driver to race car

Crankshaft grinding and knifedging

Complete head work

Boattailing

Port work with flow bench testing

Motec and custom wiring harnesses

Mark Nadler 9 Newton Road Plaistow NH 03865
 (603) 382-3599 www.exotechpower.com





BTW:

October 2nd NCR celebrated Miriam's 50th birthday with a movable feast celebrated at four nostalgic locations. Final dinner and cake appeared in Portsmouth.

Just one reason why European Performance Engineering, Inc. is your best choice for the service, repair and upgrade of your Porsche....The staff...



A staff dedicated exclusively to the repair and service of all Porsche vehicles with over 50 years of combined experience. The talented team at EPE is uniquely qualified to help make your Porsche ownership experience a pleasant and rewarding one. Unlike our competitors, many of whom are less specialized, we can insure that all work is carried out in the most efficient, professional, and personalized manner, saving the client both time and money. By combining a mix of personnel, some of whom began their training in the era of carburetors and ignition points, with others more comfortable with the latest digital electronics, EPE has always set the standard for consistently delivering superior service and unrivaled quality control for all of its clients.

Most importantly, you have access to all EPE personnel, not just a "service manager". Many clients consider this one of the most valuable aspects of the EPE philosophy. You will never be subjected to a "Party Line" by a uniformed company representative. Instead, you will always have the opportunity to discuss all of the issues related to your Porsche repair, service and upgrades with the staff member or members of your choice.



165 WEST CENTRAL STREET · NATICK, MA 01760 · PHONE 508-651-1316 · FAX 508-651-3448 · EMAIL EPE@EPE.com



**CHESTNUT HILL
AUTO SERVICE**

*Leader Imports LLC
- D.B.A. -*

219 Main Street, Sandown, NH 03873

603-887-0911
Foreign & Domestic

Christopher Loader
Master Technician



2010
Premier
Porsche Dealer



PORSCHE

Jamie Chomo
Pitcrew

Porsche of Nashua
170 Main Dunstable Road
Nashua, NH 03060
Phone: 603-578-3772
Fax: 603-595-1708

**2010 Certified Porsche
Sales Professional**

E-mail: jchomo@porschenashua.com
www.porschenashua.com



PORSCHE

Harry Dean Robinson
Master Sales Consultant

Porsche of Stratham
60 Portsmouth Avenue
Stratham, NH 03885
Phone: 603-418-0288
Fax: 603-418-0758
Cellular: 603-617-9930

**2010 Certified Porsche
Sales Professional**

E-mail: hrobinson@iclaautos.com
<http://stratham.porschedealer.com>

D L CARLSON INVESTMENT GROUP, INC.

STEPHEN D. ROBBINS
VP Marketing & Sales

Mobile: (203)969-5721 Office: (603)224-5977
Email: Steve@carlsoninvest.com

101 North State Street, Concord, NH 03301
www.carlsoninvest.com Fax: (603)226-2156



WELLS FARGO HOME MORTGAGE

Scott Murray
Home Mortgage Consultant

Wells Fargo Home Mortgage
2 Executive Park Drive
Bedford, NH 03110
603 626-6222 Office
603 626-6220 Fax
603 493-7911 Cell
800 964-2226 ext. 3931 Toll Free
scott.murray@wellsfargo.com
<https://www.wfwm.com/wfwm/scott-murray/>




**BLACK
RIVER
DESIGN**


Black River Design, Architects
73 Main Street, Room #9
Montpelier, VT 05602
Phone: (802) 223-2044
www.blackriverdesign.com

Exotic Car Club of America LLC



Dan Witmer
Consultant

421 Merrimack Street
Methuen, MA 01844
603-703-8332 Mobile
978-683-6800 Fax
dwitmer@exoticcarusa.com
www.exoticcarusa.com



KATHY'S KITCHEN
PERSONAL CATERING SERVICES
KATHLEEN ROBINSON
OWNER
3 NICHOLAS WAY
BARRINGTON
NH 03825
603 335 3024
603 438 4950 (CELL)
DROBINSON@METROCAST.NET

Jon Gilbert
Owner


Tires To You, LLC
The Tire Shop On Wheels

Brand Name Tire and Wheel Sales
Mounting, Balancing and Rotation at Your Home or Work
Fully Insured

1-866-837-8473
tires2u@metrocast.net
Barnstead, NH

PHYLLIS L. STIBLER, ASID
PRESIDENT
NCIDQ Certified
Interior Designer
#001920

phyllis@stibler.com



STIBLER ASSOCIATES, LLC
space planning interior design



Mainely
Custom by Design, Inc. PORSCHE® SPECIALITY PARTS

Bob Futterer
Owner / Designer



218 Cranberry Meadow Road
Berwick, Maine 03901
Phone: 207-698-7646

E-mail: sales@mainelycustombydesign.com
www.mainelycustombydesign.com

AD INDEX

- 44 Autowerkes
- 48 Ayer European Auto Restoration
- 52 Black River Design
- 8 Blair Talbot Motors
- 52 Chestnut Hill Auto Services
- 45 DL Carlson Investment Group

Inside front cover

- Bertil Roos Driving School
- 51 EPE
- 49 EXOTECH
- 53 Dan Witmer
(Exotic Car Club Of America)
- 52 Harry Robinson
(Porsche of Stratham)
- 43 HMS

Inside back cover

- IRA
- 52 Jamie Chomo (Porsche of Nashua)
- 53 Kathy's Kitchen

Back cover

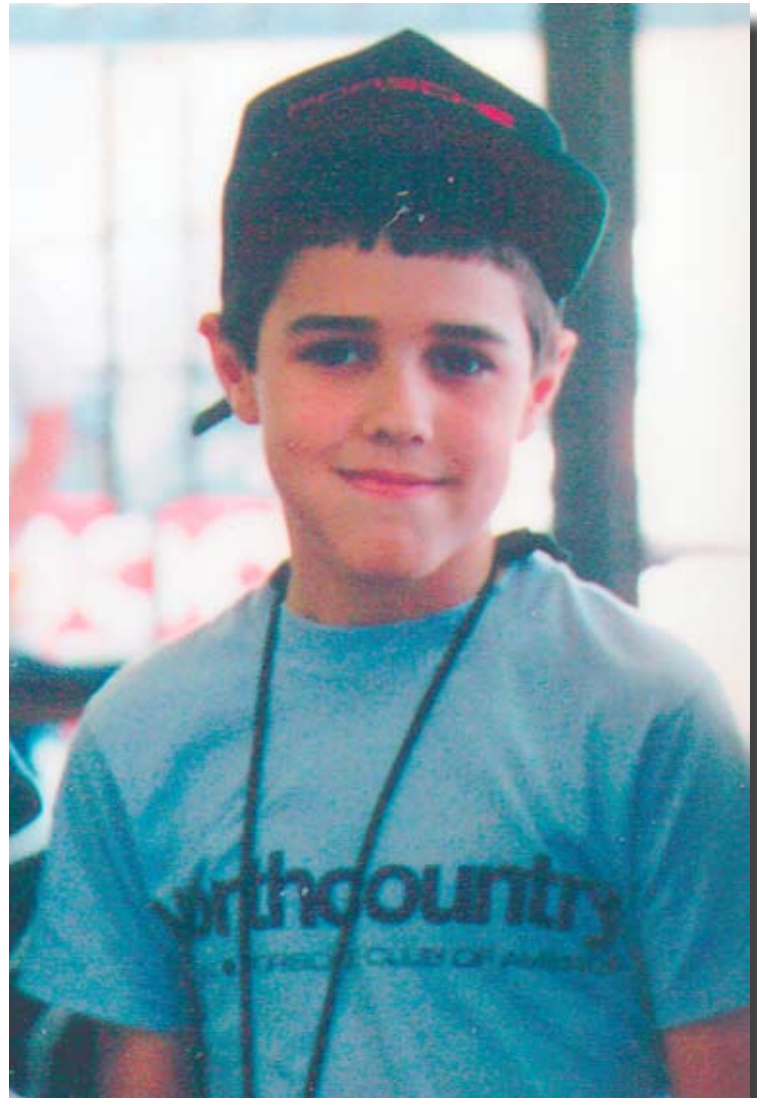
- Michael Bernier Agency/
Hagerty/Allstate
- 53 MainleyCustomByDesign
- 43 Meister Restorations
- 48 Precision Imports
- 45 Schindler Law Office
- 52 Scott Murray (Wells Fargo)
- 52 Steve Robbins
- 53 Stibler Associates
- 44 Stuttgart Northeast
- 53 Tires to You
- 49 Tool and Equipment Connections

NORTHLANDER MONTHLY ADVERTISING RATES

Inside cover	\$87
Back cover	\$96
Full page	\$79
Half page	\$56
Quarter page	\$40
Eighth page	\$25
Business card	\$8

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

BTW



A future president perhaps?

NEXT MONTH

NCR's First Halloween Golf Outing ...October 31

The Banquet 2010

More behind the scenes at NCR

Matt and Xana's travels

A 904 Story

©2007 Porsche Cars North America, Inc.



**405 hp. 6-speed manual. Sport suspension.
Yes, this is the correct photo.**

Get behind the wheel and you'll see that this Cayenne is all performance. The GTS packs a 4.8 liter V8 and dynamic lowered sports suspension. Test drive one today and prove to yourself that the Cayenne GTS lives up to its long performance heritage. Porsche. There is no substitute.

**The Cayenne GTS.
Something this fast won't hang around.**

Ira Porsche
1-866-225-5472
97 Andover Street, Route 114
Danvers, MA 01923



PORSCHE

Porsche recommends seat belt usage and observance of all traffic laws at all times.

NORTHLANDER

Volume 33 Number 11 November 2010

Laura Futterer

218 Cranberry Meadow Road
Berwick, ME 03901

Change Service Requested



PRSR STD
U.S. Postage
PAID

Portsmouth
NH
Permit #60

BLOW YOUR MONEY ON CARS NOT INSURANCE

Let's face it, the less you spend on insurance, the more you'll have to spend on the car of your dreams. So call Hagerty. Because all we cover are collector car owners – the safest drivers on earth – our rates are ridiculously low. So blow your dough on something fun for a change.



Fueled by:



Collector Car Insurance™



Allstate
You're in good hands.

Michael A. Bernier, Agent

The Michael A. Bernier Agency, Inc.

400 Amherst Street | Nashua, NH 03063-1241

603-889-5800 | Fax: 603-886-5184 | mbernier@allstate.com