

# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 6

June 2010



## IN THIS ISSUE:

Jack's Journey

Autocross #1

Charity Laps

DE Season Opener

Jay & Matt's Most Excellent Rally 2010



**100 point**  
mechanical and  
cosmetic inspection

**6 Year or 100,000 mile**  
**limited warranty**  
Whichever comes first if the car is still under  
the new car limited warranty.

**2 Year or 50,000 mile**  
**limited warranty**  
Whichever comes first for vehicles outside of the  
new car limited warranty.

**Saturday service hours from 8AM -3PM**

Pre-owned inventory available ... call for details.

Allocation for new 2011 Boxster Spyder available to spec.

Deep cash discounts available for in stock 2009 Porsche

Call Harry D. Robinson at 603.418.0299 EXT 4053 for details

***Porsche of Stratham now offers...***

- A new, larger, modern facility conveniently located on the seacoast of scenic southern New Hampshire.
- A selection of new and certified Porsche models unequaled by any dealer in the area.
- Highly attentive, qualified and knowledgeable sales professionals.
- A state-of-the-art service department that only employs factory-trained technicians and uses only the very latest in diagnostic and repair technology.

**FREE Roadside Assistance • FREE Key Replacement  
FREE Loaner Cars • FREE Pick-up & Delivery\***



**New Hampshire's ONLY  
Authorized Champion Dealer!**

*International Cars, Ltd.*  
An Employee Owned Company

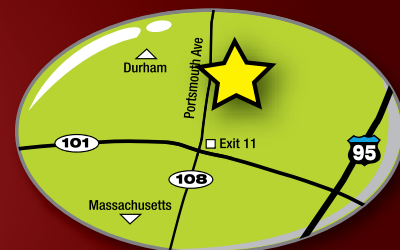


**PORSCHE**

\*See dealer for details.

**PORSCHE  
OF STRATHAM**

*Wherever You Are... We Are There!*



60 Portsmouth Ave. Stratham, New Hampshire

**(800) GREAT CARS • www.PorscheofStratham.com**



# NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 6

June 2010

## Upcoming Events

- 5 Calendar
- 37 7<sup>th</sup> Annual Northeast Exotic Car Show
- 40 NCR Ice Cream Rally 2010
- 45 Zone 1 Autocross
- 46 Prouty Benefit Bike Ride
- 46 Grand Prix of Mosport: PorschePlatz



13

## Features

- 10 The Rolling Chicane
- 12 Looking Back
- 13 Jack's Journey
- 18 Autocross Season Opener
- 22 Make-A-Wish 2010
- 26 June Centerfold
- 29 On-Track Insurance
- 33 Excellent Rambly: A Photo Essay
- 50 BTW



22

## Departments

- 4 Board of Directors & Committee Chairs
- 6 President's Message
- 7 Editors' Desk
- 9 Membership
- 11 Drivers' Ed
- 41 The Mart
- 42 Safety
- 48 Business Card Exchange
- 50 Advertisers' Index



33

## On the cover



After several days of driving alone from San Diego, CA, to Ayer, MA, Jack was ready to autocross at the season opener event. In this issue we have Jack's story of how he found this car and brought it back home to the east coast, concluding his long search for a C4.

Photograph by David Churcher

## 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

## 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 1<sup>st</sup> of the month preceding the publication month. See page 50 for advertising rates.

## BOARD OF DIRECTORS

President	Ivy Leonard	(H) (603) 380 3782	president@ncr-pca.org
Vice President	Jay Gratton	(H) (603) 498 8576	vice-president@ncr-pca.org
Secretary	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 Arenstem	(H) (603) 520 6034	barenstam@metrocast.net
Charity	Paul Tallo	(W) (603) 594 9696	charity@ncr-pca.org
Chief Instructor	Steve Gratton	(H) (603) 456 2131	chief-instructor@ncr-pca.org
Concours	Deb & Jim Gratton	(H) 603 498 8576	concours@ncr-pca.org
Drivers' Ed	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 and Nancy Broadhead	(H) (603) 526 6578	EdNan@TDS.net
Social	Janet & John Leach	(H) (603) 433 4450	social@ncr-pca.org
Technical	Larry Synger	(H) (617) 799 1118	tech@ncr-pca.org

## CALENDAR

**2 8**  
**12**  
**18 19**  
**20**

June 2010  
AT A GLANCE

### 2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
June 2	8am	NCR DE Lime Rock Fun Day	Lime Rock Park	de@ncr-pca.org
June 8	6pm	Board Meeting		president@ncr-pca.org
June 12	7am	NCR AX #2	Devens	autocross@ncr-pca.org
June 18 - 20	8am	Zone 1 DE 48 Hours at the Glen	Watkins Glen, NY	bvonbose@lomltd.com

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](http://www.ncr-pca.org)



Ivy Leonard

Regardless of their struggles, they somehow find a way to smile and joke with you to make you smile through it all ...

How lucky I am...

Sometimes, when we get caught up in life's little travails, we forget how lucky we really are.

Certainly we all have faced challenges and may have asked "Why me?" or "Why did that have to happen?" But with a little altitude on circumstance, an opportunity to see the big picture, it helps make us aware that you don't have to look too far to find others that would trade places with any of us in a heartbeat. I try to be sensitive to the needs of others, something that was ingrained in me early in life through the caring and guidance of my mom. The fact that I grew up one of nine children and in a family that struggled to make ends meet may have had something to do with it as well. We had to help each other just to make ends meet!

As you may know, NCR contributes a portion of its annual revenues in support of two very worthy charities: NH Food Bank and The Make-A-Wish Foundation. Make-A-Wish was established to grant special experiences -- once in a lifetime experiences -- to children facing life threatening illnesses. So it is that last weekend, under the guiding hand and hard work of our charity chair Paul Tallo, NCR held its annual Make-A-Wish event within our Driver's Ed program at New Hampshire Motor Speedway. The program allows the children, from pre-school age to teens, an opportunity to ride in our Porsches around the racetrack.

I was lucky enough to work with other club members and some of the Make-A-Wish parents loading the kids in and out of cars during the Charity Laps session around the track. I talked with the kids, shared conversations with some of the parents and grandparents and listened to stories that brought tears to my eyes. But the kids...they never give up. Their

smiles just melted my heart. Regardless of their struggles, they somehow find a way to smile and joke with you to make you smile through it all. That is something very special.

If for only a few minutes the children were transported away from their troubles by getting to ride in a GT3 or a neatly decaled Boxster or in a fully set up track car. Great stuff!

Our own John Dunkle, who you may recall has been actively involved in Haitian charity work for years, which NCR opted to make a donation to following the recent earthquake there, was a driver for one of the children, and I want to share the results of that ride with you. It put a huge smile on my face.

John had left the pits with a little Make-A-Wish boy in a red RS America. Though still a considerable distance from the pits, as the car approached I could see through the windshield that John and the little boy were quite animated, moving back and forth in the front seats. As they got closer I could see that both were grinning from ear to ear! It was obvious that they were having a great time, but what were they doing? Moving in unison, mouthing something together, huge grins. John pulled up into the pits, and then we could hear John and the little boy, singing away: "Go baby...go baby...we're win-ning... we're win-ning". Boy did we all get a kick out of that! I was not sure who was having more fun: John or the little boy.

Seeing the smiles on the children's faces is just amazing. They wanted to go again and again, from one car to the next. There was one child that obviously wanted to ride, but when asked which car he wanted to ride in, said "Not that one, not that one...he had his heart set on a car he

continued on page 39 ...



Tracey Levasseur

### 50 years of significant European and American sports cars...

They say that membership has its privileges. Joining a car club is more than just paying your dues and receiving its newsletter. As you've seen in *Northlander*, NCR arranges various events sure to satisfy the gamut of members' tastes. Whether it's a rally or ice cream social or tech session, members have the opportunity to participate and learn and meet other members.

Recently I had the privilege of attending an event with another car club to view a particular member's car collection. The member, Chuck Schwager, had invited the club in the past but I had missed that opportunity. Since the collection resides about 30 minutes from my house I thoroughly anticipated making the short trip to see some really unique and beautiful cars.

Since we lived closest we arrived first on that cold, rainy Saturday morning. Chuck greeted us and after introducing us to his assistants Bob and Dennis, ushered us into the "barn" where his collection is parked. I say "barn" but no red-painted cow-containing building I ever saw looked as bright and immaculate as this dwelling. At about 75 feet long and 25 feet wide with black and white checkered floor tiles and knotty pine walls, it's more of a dance hall than an automotive domicile. But it's what is parked before my eyes that's truly inspiring.

Roughly 30 cars parked at an angle sat majestically in front of me on both sides of the room. Most are European but a few American sports cars are sprinkled amongst them for good measure. Each one has a one-page data sheet on it, is cleaned to showroom condition and is hooked up to its own trickle charge. If I had to categorize in one statement just what this collection represented it would have to be: 50 years of significant European and American sports cars.

Once everyone arrived Chuck jovially took us on a "guided tour" of each car. With the enthusiasm and pride one would expect from a serious car collector Chuck not only explained the significance of each vehicle but also detailed how he acquired it, whether it had been restored (and by whom) and in many cases recounted some anecdote of either a personal nature or that of a previous owner which ranged from humorous to intriguing. *Northlander* isn't big enough to detail every vehicle and its storied past but I will attempt to explain some of the most significant here in under 1500 words. The accompanying photos will also give an idea of the beauty and rarity of some of Chuck's prized possessions.

I'll start with his Porsches for obvious reasons, of which he has 6. At the front of one row of cars sits a gorgeous 1964 Carrera GTS, also known as the 904. A real one, not a replica. In fact, this silver sweetie is number 85 of 104 built. The outside is in mint condition and the engine is immaculate. Truly a stunning representation of one of Porsche's early race cars. In the middle of the line sits a red 1958 Carrera 4-cam GS Speedster, one of only four built that year. Chuck also has a 1964 SC Cabriolet in Bali Blue which he bought for his wife. Two black 911's sit together --a 1985 930 (that your editor fell in love with) and a 1977 SC Coupe. Chuck purchased the Coupe new and other than a paint job is in original condition. The 930, however, had to be modified not long after he bought it. Having destroyed the original turbo unit, Chuck had a K27 turbo installed along with a 150% intercooler. What makes this 930 special is that it was not originally imported into this country due to its emissions ratings. Last but not least is one of the newer cars to be found in

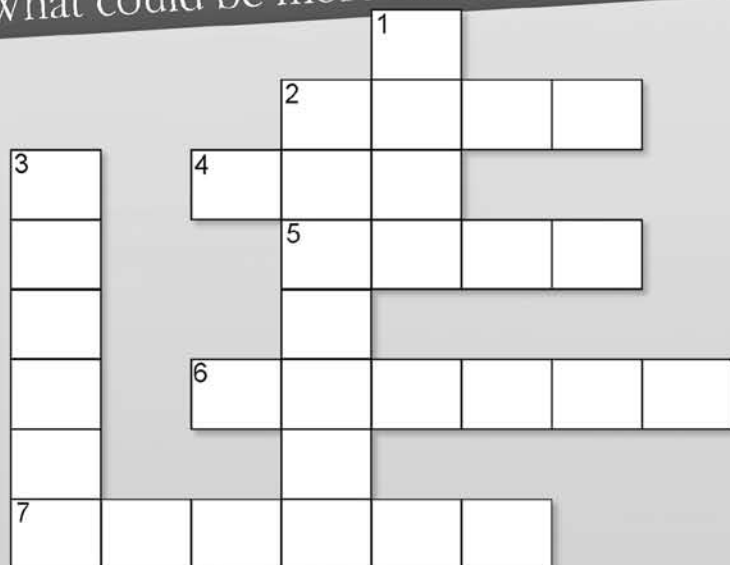
continued on page 30...

# BLAIR TALBOT MOTORS

*serving the seacoast since 1984*



What could be more fun than an **AUTOCROSS-WORD PUZZLE?!**



### ACROSS

- 2 The joy of the open [ ]
- 4 Driving events are lots of [ ]
- 5 Build up your [ ] confidence
- 6 "It's not just the cars, it's the [ ]."
- 7 Enhance your driving [ ]

### DOWN

- 1 Careful not to hit a [ ]
- 2 Guess who, in the photo?! [ ]
- 3 Prep your car at Blair Talbot [ ]

89 Industrial Park Drive  
Dover, NH 03820  
[www.BlairTalbotMotors.com](http://www.BlairTalbotMotors.com)

tel 603-740-9911  
fax 603-740-9914  
e-mail [talauto@aol.com](mailto: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

For answers to the Autocross puzzle see page 38





Bob & Laura Futterer

**New Members:**

Brian G. Nadeau  
Nashua, NH – 2009 GT3

Mat Nieman  
Karen Nieman  
Newfields, NH – 2002 Boxster

**Member Anniversaries:**

**1 Year:**

Colin Ball  
Plymouth, MA – 2006 Cayman S

Reg Danboise  
Nashua, NH – 2009 C4S

Cyrus O. House  
Williston, VT – 1988 924S

**2 Years:**

Jim W. Eisenhower  
Ellen Eisenhower  
Wolfeboro, NH – 2004 Boxster S

Bradford F. Hancock  
Newbury, NH – 2000 Boxster

William F. Matott  
Joyce Matott  
Manchester, NH – 1978 911 Turbo

**5 Years:**

Peter E. Cook  
Kristen Cook  
Bow, NH – 2001 Boxster

David W. Fox  
Laurie Fox  
Center Harbor, NH – 1981 911sc

**10 Years:**

Loosey Blake  
Colin Blake  
San Jose, CA – 2007 Boxster

Frederick deNapoli  
Rachel Williams  
Groveland, MA – 2003 Boxster / 2007  
Cayman

John J. Hanson  
Rick Russell  
Kingston, NH – 1965 911 / 1981  
911sc / 1971 914 / 1999 Boxster /  
1966 912

**15 Years:**

Christopher Darminio  
Cari Darminio  
Portsmouth, RI – 1976 914

Paul E. Jacques Jr  
Sara Lane  
Milton, VT – 2000 996

**20 Years:**

Marc Normandeau  
Aimee Normandeau  
Dover, NH – 1988 944T

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



Jay Gratton

## THE ROLLING CHICANE

Many years ago my Uncle Steve, Abe Anderson and Jerry Austin had a tradition about going down to Lime Rock to attend the first DE of the season which usually fell on the last weekend of March. Often the temps were between 40 and 50 degrees, but one year it was actually canceled because of snow. The night before the event it actually snowed enough that a few inches accumulated and they ended up driving home on track tires. A few years after that North Country Region braved the harsh weather of Lime Rock one more time and conquered a hurricane. There was so much standing water that we all had to be creative in our driving lines, but any day at the track is still better than a day at the office. Even in a hurricane!

At the end of April I attended a two day event at Watkins Glen as I have written about in past articles with SCDA with my Wascally Wabbit. I headed out on Sunday morning so I could take my time and arrive in Watkins Glen in plenty of time to grab an early dinner and get to bed early. Monday morning was calling for heavy rain and wind, so to make sure I was able to get a garage I was at the gate for 5:30am for the 6am opening of the gate. Needless to say I was the first one there and even when they opened the gate at 6, I was still the only one there. In fact, nobody showed up to the track (including the folks running the event) until 7am, so needless to say I had my pickings of the garages. With plenty of time to unload the car and get breakfast I was more than ready to roll when the drivers and instructors meeting were called at 8:30. While sitting in the instructor meeting the skies opened up, however it wasn't rain coming down, but snow.

The snow and wind were causing a real concern for the instructors and the other

drivers who were showing no movement towards heading toward staging. After noticing that nobody was in staging for the instructor group I decided that I would brave the elements and head out. I mean, how often can someone say that they drove laps at Watkins Glen in a snow storm? I will tell you that I wouldn't have gone out if the snow was accumulating, it was melting as soon as it hit the ground. With my windshield wipers and one headlight (the other is burnt out apparently) I headed out on my own. There certainly weren't any lap records set that session my friends, but the flag works did give me thumbs up and clap for me as I made my way around the track as they were apparently impressed that I was out there. I felt like a professional driver who had the track rented just for myself. Of course, those drivers are probably driving Cup Cars, Ferrari Challenge cars and GT3 RS's, but never the less; the Wascally Wabbit and I did us proud.

While the snow did turn to rain later in the morning and more drivers found their way onto the track the day was still a wash out as the rain never let up. However, I never missed a session and my new Hoosier rain tires were awesome! Tuesday was much better as the track was completely dry. It was extremely cold and windy, but no rain and snow for that matter was a welcome sight. Tuesday was so much fun, I certainly was one of the slower cars in the instructor group but I was more than capable of eating people up in the corners which is what I am all about. Tuesday ended without a problem and I was even brave enough to drive home that night. I left the Glen about 5pm and rolled into Manchester around 1am Wednesday morning.

Looking back on the two days at the Glen, I consider my maiden voyage with the GTI a success. Driving a front-wheel-drive car is certainly different than the 914, 911 or 924, but I will officially go on record as saying it is something that I can certainly see myself getting used to and I look forward to riding some bumpers in the corners at NHMS and Lime Rock with NCR this summer, but just don't expect me to pass you once we hit the straights because I have been on the floor since I left the pits! Drive safe!



**Mark Watson**

**I would like to thank all of the participants and our special guests for making the 2010 Season Opener a memorable event.**

What a 2010 Season Opener we had on May 8 & 9! We had everything thrown at us and everyone worked together to make both days safe, fun and educational; great job by the DE team and by all of you who participated.

On the 8<sup>th</sup>, we had rain all day and yet managed to support our Make-a-Wish activities, provide numerous Taste of the Track rides, organize a special lecture for our white and black run groups and have a wonderful post event dinner at Makris Lobster and Steakhouse. Special thanks to Paul Tallo for coordinating the MAW event and to all of the DE participants for giving up some track time to allow us to make the wishes come true for some very special children and their families.

Also, we should extend a special thanks to Dennis Macchio, President of Bertil Roos Racing, who participated in the event. The white and black groups were scheduled for a one hour lecture/discussion session with Dennis while others were engaged in the MAW rides. I was not able to attend Dennis' lecture but everyone that I talked to thought Dennis did a great job and really helped put things into perspective.

Because of the rain and perhaps because it was the first track day for many of the group, we had multiple spins but all managed to avoid hitting any objects. As many found out, smooth driving really pays off in the rain and when the track is wet. We did have one accident when a mechanical problem caused a car to hit the wall between turns 2 and 3. Thankfully, the driver was not injured.

On Sunday we were treated to a sunny day but it was cold and very windy. A few folks reported seeing snowflakes on

the drive to the track so needless to say the focus was getting the car and our tires warm before driving at speed. It was a safe day with no serious incidences occurring on the track.

In closing, I would like to thank all of the participants and our special guests for making the 2010 Season Opener a memorable event. There was a tremendous energy associated with the event which made the issues with the weather trivial. DE really is about the people not just the cars and the tracks. NCR is fortunate to have a super group of people who organize and participate in our events and that makes NCR's DE program special!

As always, if you are an instructor, please register early so we can finalize registrations for all the green and yellow drivers. This applies to all regions and all events.

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

Stay Safe and I'll see you at the track!

**For DE Season Opener photos, see page 24.**



# LOOKING BACK

## Judy Hendrickson

---

Mid May already and our brief early hint of summer faded back to VERY early spring, and now almost normal spring. Oh well, it is New England . . . as they say, if you don't like the weather, wait, it will change and boy has it this year. A relatively mild winter, an up and down spring . . . I hope it doesn't forebode a long hot summer. Long would be OK, but HOT – not.

Last month I bemoaned not being able to find anything to reprint. I was not feeling very optimistic again this month as both 1980 and 1990 were bi-monthly publications for May-June, but I decided to comb back through them once more and although I still don't find an article to reprint from them I will summarize what was in them.

May-June 1980 was the small format Northlander with 16 pages plus cover, definitely black and white and not the glossy large format publication we now have thanks to the efforts of David Churcher and Tracey Levasseur. Our president was Gary Tito and the Northlander editors were Barry and Flora Bush. Gary was bemoaning the lack of participation at recent events and urging the members to come out and play. PCA was announcing a new National Board position – historian, which our own Ellen Beck now fills. There was advertising for the one June event – an AX at Pease and the July Clambake and Concours. The Treasury had a whopping \$858.41, no wonder they were having a fundraising in order to buy pylons. A 914-6 club was being formed by Larry Morris, then of Alan Johnson Racing out in California. Best ad had to be Michael Grishman's selling a D production, time trial, AX package that included a fully set up 1967 911S Coupe, roll cage, trick suspension, short gears, alloy brakes, front and rear spoilers, flared fenders, 1978 Ford E250 Chateau van, automatic, AC, cruise control, every available Ford option, set up for camping (22,000 miles), Trailax all

aluminum trailer, tandem axle with surge brakes and electric winch, everything in excellent condition for \$18,000 complete, will accept interesting street trade.

In May-June 1990, Northlander was more polished, still the small format, but now 32 pages plus cover. The president was Don Barnes and the editor, Don Osborne. Don B was apologizing for the typos he failed to catch in the recently run spring rally – seems some LT's had been printed as RT and vice versa. Fortunately no one was really lost and all made it back to the start for the great barbecue and door prizes. No June events were listed in the region but the July event was a Sunday drive and picnic at Ellacoya State Park near Gilford. New members mentioned were Sumner and Dana Stanley with their 1979 Gold 928. Although Sumner is no longer with us, his car is and resides up at Series 900 with Damon Josz. Editor Don O was advertising for a new editor to take over at the end of the year. A new one was found, but it soon led to a further change and my late husband's take over of those duties and my deeper involvement in matters North Country. VP, Phyllis Stibler was commenting about the murky, New England "clam chowder" of an economy that seemed to be rolling in – sound like current times? Linda Morse and Ray Ayer teamed up for an interesting "Tech Session" on track and concours, not exactly the two things you would put together, but it brought a good sized crowd and everyone had a good time and learned some things about being fast AND pretty. DE was certainly a strong interest within the region judging by the listing of all DE events within the entire Zone. Hey remember it's 1990 and the people actually go to the printed word for news not the Internet! There were a couple of articles about the "No Trick Rally" with its tricks of typos. Top three finishers were Phyllis Stibler and Jim Lee in her 944S Turbo (which I understand she is finally selling – you couldn't find a better cared

for car), Doug and Judy Hendrickson in their 1979 Talbot Yellow 911 Targa (it was at the Friday May 7 NER DE under the loving care of Ron Herschberg who bought it from us in July 1995) and Steve and Jim Gratton – boy I wish the picture would reproduce, they actually have hair and it is not white – in Steve's 1977 Euro 911 (he was at the track all 3 days in May with it still running strong and looking good). The Annual Clambake and Concours (11th edition) was being advertised – this time in August. A reprint of a six-week Concours Preparation Guide by Harvey and the late Linda Smith was included along with reprints from several PCNA Service Bulletins. Lots of ads but no "deals."

June 2000 Northlander was still the small format, but was now adorned with a color cover plus 36 inside pages. Our president was Scott Martineau and Matt Romanowski was our editor (and full time college student). The calendar boasted two events for June – a Ramble to Quechee Gorge, VT, and an AX. As I read through the articles I was again reminded of the many friends and acquaintances I've made over the years through North Country, the camaraderie we've had, the fun times and how much some have given to this club. Our thoughts and prayers go out to two such folks, Don Osborne and Dolores Fortier who are battling major health issues. We hope you are both on the road to recovery soon.

It was clear from the regularly appearing columns that the club was in fine form and having a great time. There was an article about the recent Spring Rally, a reprint about AX-ing, an article about "Too Good To Be True" from Vic Oliver, one about how true the club's motto – It's not just the cars . . . it's the people -- is from Yours Truly about how my late mom

continued on page 36 ...

# Jack's Journey ... from San Diego to Ayer in a C4

Jack Saunders

---



*Photographs of Jack's Journey by Jack Saunders.*

## **PURSUIT OF PORSCHE C-4/993 and ITS SELF-DELIVERY SAGA**

How does a routine search for a very specific Porsche model and year turn into a "stranger than fiction" story? Here's how!

A couple of years ago I spread the word (not only in NCR but also in NER) that I wanted to buy a 1995 C-4 993 that could handle the slick winter roads I live on, in the foothills of the Whites and Lake Country of Holderness, NH.

Recently I began getting bites, but the right car failed to surface. Someone suggested that I widen my specs to capture more candidates, which I did when an NER friend, Steve Smith, a professional driving instructor, surfed Craig's List and found a '99 Cab C-4 996 model in Florida, near where my son Larry lives in Ft. Lauderdale.

Larry checked it out and found it to be good looking and in good condition at the very fair price of \$24,600. I was about to buy it, when my NER Porsche Technical professional friend, Paul Tosi, strongly urged me to stick to my original '95 993 model choice because its engine and overall mechanical design was better than the 996 which had a reputation for rear seal leaks, etc., a consequence of Porsche going "cheap" on that and subsequent models of that family. I took his advice which paid off when I got an email from Paul Tallo (who helped me get hooked on 993 - C4s by feeding me articles from *Excellence* magazine) saying: "Hey Jack, why don't you check out this ad I found on the Pelican website which fits your specs, with some useful performance goodies thrown into the bargain at what appears to be a very reasonable asking price of \$28,500."

As soon as I read the long list of special

features and clicked on the pictures of this beautiful performance Porsche (with a sexy body to boot), I was hooked. So I called the owner, Rick Sylvestri, a San Diego PCA'er who was also an active performance champion, to discuss the origins and records and to initiate the vital negotiation process.

On the subject of prior owners, Rick recalled he purchased this C-4 from an interesting Porsche buff who lived in Henniker, NH. Despite my faulty age-related recall, something clicked regarding Porsches and Henniker. Yeah, I had fun with visits to Steve Robbins' digs when he was NCR's Social Chair a few years back. But the likelihood of such a coincidence occurring was statistically remote. Anyway, I blurted out, "it wasn't Steve Robbins, was it?" Shockingly he said "Yes, though it was over 5 years ago I remember dealing with an interesting



Photographs above by Jack ... with Rick, with nephew Eric, before the journey, and gassing up in Las Vegas. Some of the scenery on the way home.

PCA activist who was venturing into a new challenge of piloting helicopters in addition to Porsches!" Yep, I said, that's our colorful Steve.

What an unheard-of statistically unlikely event occurring -- namely, Steve selling his C-4 5 years ago to a stranger on the Pacific Coast, who was enjoying Steve's unique car while I was avidly searching for one on the East Coast, and actually end up buying it after a quick phone negotiation, pending an inspection by a certified Porsche mechanic. (Note: I suggest you read Steve's detailed article in the *Northlander* on the sale of his -- now mine -- '95 C-4 to Rick Sylvestri.)

I have to admit, being a conservative engineer, I shunned avoidable risk and liked to see and try expensive cars before I bought them. I recalled discussions with my good friend Hank Cowles who successfully acquired several cars on E-Bay without ever seeing them, until they were shipped to him. Hank, a wily entrepreneur, had a good ear for evaluating the answers (and their tone) to key questions about the car's condition and features. That, plus a thorough inspection by a Porsche expert was the basis for his decision to buy. I followed the same approach. I found owner Rick (who was a well-known San Diego champion PCA'er, a DE Instructor, and a former Tech Chair like myself) very forthright in answering my detailed questions. Appreciating that this was a high mileage (88,000 mi) car used for track and street, my first question was: "Is the car and its tires up to a grueling trans-continental trip?" To get an objective professional answer, Rick put me in touch with a Porsche specialist that I paid to perform, in addition to the normal overall inspection of brakes, etc., and a driving test, what is called a "leak test," aimed at determining any leakage past piston rings and through valves. The results were surprisingly good -- about 7% for all cylinders except one which was 12% -- still considered acceptable. To make sure, I called Blair Talbot who confirmed the results as acceptable for an engine with 88,000 miles. Now I had all the good news I needed to close the deal with a sell price of \$27,500. But the decision-making ordeal is not over! I must decide how to repatriate this Black Beauty to NCR where it belongs. The normal way would be to ship it via an insured transporter that guarantees that it is delivered in mint condition, at a cost of about \$2,000. The other obvious way which my worried wife Olivia tried to dissuade me from, was to fly out to San Diego, to personally inspect it and

have Rick teach me all about the secrets of this first 911 I've owned, and drive it back myself.

Now, here's where the curious disconnect between my aging, mobility-challenged body and my brain, illogically allows me to even consider flying to San Diego and risk the 3600 mile drive home alone. Despite the serious concerns my wife voiced against this plan (you know Olivia plays the role of countering my penchant for adventure and the unknown, with well-considered, more conservative approaches to a happy life), I came up with the following "logic" to justify my rash decision:

1. My older sister, who lives in Santa Barbara, CA, was recovering from hip surgery and I was imminently planning to fly out to support her anyway.

2. There were two national parks, small but fantastically beautiful natural wonders, whose canyon walls were meant to be climbed by agile Porsches. They were situated right in Utah on the route chosen by my AAA TripTik. (See several pics.) And, unless I jumped on this opportunity to experience them, especially in my first 911 Porsche, I would never get another chance at 87, with my worsening neuropathy.

So I threw caution to the winds, ignoring the warnings of my loved ones and the many pitfalls that lay along this long drive, and opted for my last great adventure!

Olivia and I went into high gear, sparring with Delta to get the best one-way flight (for which they charge you the same amount of frequent flyer miles as for a round-trip) for the least cost in miles. Olivia, with her natural foods background, also helped me select healthy energy snacks to pack. And most importantly, I made sure my Blue Tooth system, which connects my cell phone wirelessly directly to my new hearing aid - both to hear better and to obviate the need to hold the phone in my hand - allowing Olivia to call me while I'm driving and safely converse with her (as well as my son and other relatives), across the continent. Obviously, my family was worried I was too adventurous for my own good.

The flight went well, although an Atlanta gate change required an extra wheel chair trip, which I hate, but is necessary because of my neuropathy-challenged legs.

Rick met me at the San Diego airport. He had generously invited me to be a guest overnight in his home in Escondido, a suburb of San Diego. I met his gracious wife and family and after a quick breakfast the next morning, Rick introduced me (Black Jack) to "Black Beauty" who looked to be in showroom condition despite her 15 years (see pic). After going to the bank and wiring the money from my account and receiving the car's papers, Rick gave me a crash course in C-4 993's -- and showed me the secrets of packing parts, fluids, and personal effects in the tiny storage spaces of a 911, necessary for my transcontinental tour. By the way, the special pair of roll bar stiffening struts were disassembled to make room for my luggage, so I had to store them and move them at every motel stop.

Before heading to Santa Barbara on the second day of my odyssey, April 21, 2010, my nephew Eric who lives in San Diego had to see this unique addition to my stable of one Porsche -- my 1990 944 S2 track car -- which I will eventually sell -- once Blair Talbot rigs up my C-4 with proper winter wheels/tires to raise the very low Euro-performance setup clearance for New England snow conditions. Well Eric, who learned to maneuver Porsches as a valet parking attendant at a country club, couldn't believe the cosmetically perfect condition it was in. But he was also blown away by its handling and responsiveness. This was a welcome affirmation of my decisions.

It was about 2pm and after a delicious Mexican lunch I set my Garmin (street guide) for Santa Barbara. Rick, who by this time had become a good friend, was worried about my surviving the brutal but unavoidable LA rush hour traffic, in my vulnerable pristine Porsche which I was not yet adept at handling. He insisted we exchange cell phone numbers and regularly stay in contact during my trip. (As the saying goes, it's not only the cars -- it's the great people.) His last minute instructor-like admonitions went like this: "Stay in lane and maintain good, predictable speed to discourage tailgating and passing by frustrated drivers, especially in California."

I survived the LA rush hour (which I believe occurs all day) and arrived at the exit from I-101 to my sister's street in Santa Barbara about 4 hours later. I felt satisfied with my progress until my Garmin started shouting at me to drive back on I-101 going South to LA. Of course I ignored this malfunction and proceeded to find my sister's house the old-fashioned way, by "asking humans for directions."

This event significantly affected the rest of the trip because I lost confidence in my Garmin which "lied" to me in Santa Barbara. I decided to rely on my AAA TripTik instructions which required a nightly careful study of the next day's driving routes and connections, which I had to print on 8-1/2 X 11 sheets and keep organized on the passenger seat (along with maps and snacks) to refer to, since I had no navigator to prompt me at connection points which were generally located at very busy junctures.

Fortunately I found my sister, who is 91, to be recovering better than expected, allowing me to stick to my tight travel schedule aimed at my arriving at Leominster, MA, exactly mid-afternoon on Friday, April 30, so I could keep my promise to Joe Kraetsch to celebrate the successful completion of my adventure by attending NCR's first AX event in Devens, MA, on May 1, 2010.

Departing Santa Barbara on Friday morning, April 23, 2010, (after a fond farewell to my sister who also insisted on calling me en route to ensure I was okay), gave me 7-1/2 days to briefly experience two scenic national parks and drive about 3300 miles (including detours) to my autocross destiny in Leominster, where I had a reservation at the same Motel 8 that served as my base in days when I trailered my track tires and swapped my "streets" for "tracks" (but I'm too old for that routine now).

Obviously this tight schedule left no margin for error, which I knew would befall me on this solo adventure. So I had to avoid errors and/or react quickly and smartly to recover and recoup the lost time. Of course, I would have to find ways to tolerate -- even enjoy -- this process of recovery, to make this enterprise worthwhile. It's similar to the commitment of climbing big mountains that I was drawn to when I had "legs." Namely, regroup after a fall or loss of drive, and push on toward the goal.

So I set target destination sites and arrival dates to give me a full day at each Park with sufficient time to make it to Leominster by April 30.

Highway driving was easy and enjoyable but two unique features of this 993 made driving in street traffic very tricky and unpredictable because of my neuropathy.

Specifically, the ignition key, for security purposes, required two movements, one to turn it as in a normal car plus two to press the button on the car door

electronic locking device. My weak right hand made the success of this process unpredictable, and frustrating if I stalled out in traffic. The other problem was that I had difficulty in releasing the parking brake because of a weak right thumb. Of necessity I found ways around these problems and set out purposefully for my first goal, namely St. George, Utah. But this first required I contend with LA traffic again, which didn't go smoothly. Fortunately I was lucky enough to detour at the famous Getty Center where they kindly put me on the right road to Vegas and St. George, which was close to Zion National Park. The next day, I entered Zion via its Kolob Canyons Visitor Center which was a perfect setting for my first photos of my Porsche in a park setting (see pic). Though Kolob Canyon is a secondary part of the park, it was conveniently right off I-15, and as these photos show, had even more dramatic scenes than the main park I visited later, after back-tracking about 40 miles.

After enjoying a comprehensive, guided shuttle bus tour of Zion Canyon Scenic Drive, I rejoined my safely parked Porsche and sped along the Virgin River which helped create these beautiful canyons.

By the way, another key reason for an enjoyable and timely trip was the phenomenally great weather the whole way. And another piece of good luck that helped contain expenses was that my visit to both parks occurred during a rare Free Weekend.

So I set my trusty cruise control (to preclude expensive tickets and delays) and headed up I-15 to connect with I-70 to get as close as possible to my next destination, the Arches National Park at Moab, Utah. This park is markedly different in that you are on your own without guides/shuttles, free to ply the winding canyon wall roads (my Porsche and I loved this scene) and stop at viewpoints and walk up to the arches and towers at your leisure.

I had to pull myself away from these natural wonders early, so I'd have time to return to I-70 via a scenic byway along the Colorado River headwaters. This river eventually carves the Grand Canyon which I have a fondness for. The reason is that years ago, I hiked down the Bright Angel Trail of the canyon's South Wall to rendezvous with a white water rafting team spending a week challenging the river. Back on I-70, my next goal was to drive to Grand Junction, Colorado.

The next morning, April 26, gave me 4-1/2 days to drive about 2150 miles to Leominster, MA. This was ample, if I

stayed on course and made no mistakes. Unfortunately, I became careless/tired and misread a connection from I-70 to I-76 at Denver. And I paid for it with a 150-mile detour through back country roads and construction delays. This error forced me to have a hasty supper and sleep in my Porsche until dawn in order to drive steadily to get back on schedule. All the while, Olivia, Rick Sylvestri and my family were checking up on me.

By the way, the uninterrupted highway construction across the country proves the Stimulus Program is in full swing.

In Ohio, on the I-80 and I-90 toll road, I began to feel optimistic that I'd make Leominster early on April 30, so I could rest up for the AX the next morning. Not to be! Somehow, I missed the sign to guide me to I-90 to Buffalo, NY, and

I stayed on I-80, which heads east but significantly south of my intermediate destination of Albany, NY. By the time I was aware of this error, the only course of action was to continue on I-80 and angle north to Albany via Scranton, PA, and Binghamton, NY, where I spent the night. Fortunately, the weather continued to be good, allowing me to enjoy a beautiful scenic drive on Rte 2 or the Mohawk Trail to Leominster, where I arrived about 4:30pm on Friday, just a little later than planned. Not too shabby for a transcontinental adventure.

I readied my Black Beauty for AX by organizing my luggage for quick removal at Devens the next day.

At Autocross, Edgar Broadhead loaned me one of his helmets and I was ready for my first event with Black Beauty. She

was phenomenal, but I was slow. I expect my time will improve as I learn how to take advantage of her great performance features. However, generous Joe Kraetsch awarded me a token traffic cone for driving over 3,000 miles to make our first AX.

Finally, though the car performed flawlessly throughout this whole odyssey, it failed NH State Inspection because of bald tires, seriously cracked rotors plus lesser defects. So I took her to Dr. Blair Talbot who is ordering new Pirelli soft compound tires and rotors to ready it for David Churcher's and my trip to the Glen for the Rolex on June 3.

See you at the Corral for some courtesy laps around the Glen Track.



# Steve's Story

Steve Robbins

---



The car Jack has bought, and returned to the east coast, was once owned by NCR member Steve Robbins. Porsche owners never lose their attachment to a car. Here is Steve's story and photographs ...



One of the drawbacks of being a car enthusiast is that you may spend more time shopping for your dream car than planning for your retirement. The internet has made car shopping both easy and fun but to me the advertisements in the back of *Panorama* have always been a siren. I can almost guarantee that the publication has some sort of business arrangement with the optometry industry. After reading the description of my dream car in tiny print, I would ask myself "what would really be the perfect Porsche for me?" My eyes would go blurry as I scanned a dozen ads, and my mind would simultaneously construct a three dimensional matrix plotting modifications, miles, and price in an effort to find the ultimate deal. Like many "car guys," the aspiration of owning my almost dream car and an appreciation for engineering has only been limited to my credit score and debt to income ratio.

A few years ago after enjoying a series of 944s ending with a black S2, I saw the light at the end of my children's college tuition tunnel and felt the itch. I was traveling the country on a weekly basis for work and my airport shuttle (1994 Suburban) was aging well so I felt it was time to make all of my research pay off. I found a beautiful black 1995 993 Carrera 4 in Tampa, FL, and soon bought a one way ticket, creating a week long business trip back to NH. The car had an upgraded suspension and overall, was in great condition. I worried about every possible problem on the way home including how to hide the car from certain customers.

I did not have the car home very long before I went crazy with upgrades to help the car look great and make me get around the track a little faster. I did not go too overboard since after all, this was a very practical AWD car and a daily driver. Two weeks after I bought the car I even managed to embarrass myself by exceeding my driving skills on the track and spun out during parade laps. By winter I had become very envious of the euro turbo nose on Paul Tallo's C4S. I gave the car an expensive nose job and eventually had a turbo rear wing on for a few days until one of my friends told me to look at the age on my driver's license. I removed it, sold it, and continued to rack up 100% feedback on Ebay mostly as a result of Porsche related purchases. The clear white turn signals added at least 10 horsepower! After multiple track days I moved up a few DE skill levels and made a bunch of great friends.

One magical day after more research and shopping, I had an outstanding driving experience. I installed a harness bar, harnesses and after the rain dried up, I mounted my first set of track tires. The car and I became one, especially since the harness bar limited the rear travel of my seat which was not comfortable. The ride home was bittersweet as I realized my car had reached an apogee on the track but was not very practical. I was only driving on the track a few days a year and I had recently been bit by the helicopter flying bug. I figured it was time to do more "research."

I shined up my C4, took some pictures, and within 48 hours took a deposit from a fellow Rennlister in Southern California. This horrendous mistake was further compounded when I stopped in to say hello to Harry Robinson. On the showroom floor was my dream car, a low mileage 2004 Arctic Silver Carrera 4S with sport exhaust. I almost fainted when I saw the window sticker but then reminded myself that I had just made partner at the firm I worked for and it was time baby! (not to mention a low interest rate for qualified buyers). I loved the C4S but I was so afraid to leave it anywhere because it might get scratched. It was ok on the track but if I ever dinged it I would be very upset. Whenever I pulled it into my garage, I could see the eyes of my former C4 on the giant laminated pictures hanging on the wall taken by David Churcher. Those tilted back 959-like headlights were looking at me with undeniable disgust. Eventually a friend called up and made me an offer on the silver bullet C4S that I could not refuse which included in the transaction, my current white 1989 C4 that was previously owned by Gene Hackman. My old 993 does not look as sternly at its air cooled older brother, but still serves as a reminder that I owned the right car at one point, and this might be a useful lesson down the road.

Fast forward to April of this year, a friend and fellow NCR member, Jack Saunders, called me up and I could tell right away he was fired up about something! We have had multiple discussions related to the variations of Porsche's AWD systems and knowing that Jack is a professional engineer, he would someday see the advantages of a mid-engine boxster for autocross. I also know that Jack really wanted a 911 and has been looking for a while if you did not know. I can sense the elation in Jack's voice as he describes

how Paul Tallo helped him and darn it, he found "the car" and has purchased a one way ticket to CA to pick up my old car with a few more miles and more modifications. I walked out to my garage with the telephone and looked at my pictures of the car and knew exactly how Jack felt before he boarded the plane. I assured Jack that as far as I knew there were no issues with the car and when he returns to NH he needs to sell it to me cheap since he put so many miles on it during the cross country trip. Jack would not entertain this idea (he was polite) so I will let him finish this ironic story of three men and the bicoastal car shuffle.



# NCR Autocross

## Season Opener... May 1, 2010

Joe Kraetsch & Lisa Roche

---



First, an announcement: The John MacDonald Memorial Autocross will be held on Sunday, June 13 (the day after NCR Autocross #2). BMWCCA is hosting the event but it is open to friends of John regardless of club affiliation. John Caldwell will even be there! Registration is now open and details are on the website. The cost is \$10 plus voluntary monetary donations to the Loaves and Fishes food shelter.

Autocross #1 is in the books. We had a few hurdles to overcome—two of our staff members were unable to attend, we had a new course designer, and we had a couple computer glitches in the morning session—but all's well that ends well. We had a beautiful, 70 degree day and 57 drivers were treated to eight runs on a challenging course. Hats off to Scruffy for a great first course and to the rest of our staff for making the event a success.

Junior Participant Program novice Rusty Talbot is still smiling after finishing third in the Novice class in his first ever autocross.

He is learning to autocross at the same time he is learning to drive the 944. Autocross is a wonderful opportunity for young drivers to safely learn and develop their car control skills. The PCA Junior Participant Program enables 16 and 17 year old licensed drivers to participate in Autocross.

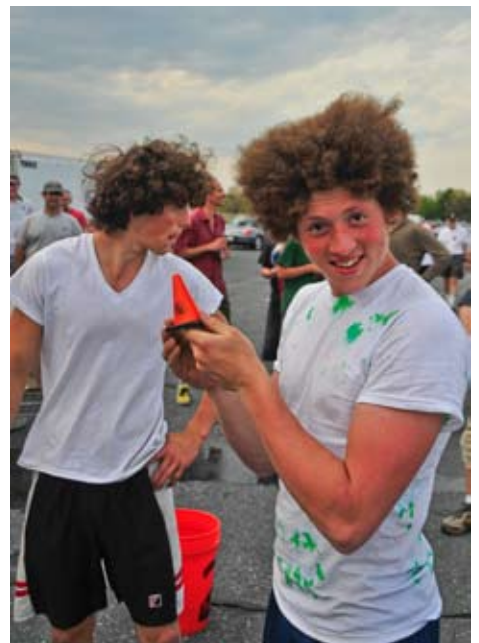
Randy McDermott, Jay Gratton's brother-in-law and another first time autocrosser, is also still smiling...and is already making upgrades to his Miata for his next autocross. Track pack member Tony Iorfino came out to play in his Mini Cooper and since Miriam's 944 is experiencing clutch issues, she also played with her brand new bright red Mini Cooper (aka "Roxie"). This brings up a point: If you are a PCA member who would like to try autocross but don't want to get your P-Car dirty, you can play with your daily driver in the non-Porsche class. We even have a non-Porsche Novice class. Don't have a helmet? We have a few loaner helmets that you can use. No other special equipment is required but be

forewarned—Autocross is addicting.

Ollie won his class in the boo-boo Boxster. Apparently the band-aids that daughter Amriel placed on the Boxster's "ouchies" helped. Amriel will be prepping the Boxster for the next event. Sigrid arrived without hubby Mark and won the 914 class. She loved the new trophies so much that she vowed to sweep the season. Look out Mark, Chris, and Tom!

Jack Saunders (our oldest NCR member at 87 and an avid autocrosser) flew to California to pick up his new 993. Then he drove cross country directly to our first autocross to exercise his new toy. After the event, he finished his long journey home to his lovely wife Olivia. Now that's dedication (and a very understanding wife)!

*Autocross photographs here by David Churcher and by Jim Fenn on page 21.*



# NCR Autocross #1 - May 1, 2010

<b>Novice (PAX Indexed Class)</b>				<b>Raw AM</b>	<b>Raw PM</b>	<b>Raw Time</b>	<b>PAX Time</b>
1	S2	Jesse Fenn	1986 944	93.639	88.337	181.976	145.944
2	P8	Marc Polk	2002 C4S	88.830	83.168	171.998	146.886
3	S2	Russell Talbot	1987 944	103.337	94.746	198.083	158.862
4	M4	Dennis Mascetta	1987 911	92.253	86.740	178.993	160.556
5	S8	Gordon Clagett	2006 Carrera 4 Cab	104.871	92.908	197.779	163.365

<b>Strict Stock (PAX Indexed Class)</b>							
1	S7	Bill Seymour	2007 Cayman	80.851	80.028	160.879	131.920
2	S7	Ernest Grasso	2001 Boxster S	88.069	83.123	171.192	140.377
3	S9	Ronald Orr	2005 997S	86.819	83.748	170.567	141.911
4	S8	Robert Cipriano	06 911 C4S	92.181	83.847	176.028	145.399
5	S2	James Fenn	1986 944	93.557	89.941	183.498	147.165
6	S7	Jack A. Saunders	1995 993 C4	106.056	102.216	208.272	170.783
7	S2	Barb Talbot	1987 944	118.773	109.693	228.466	183.229

<b>Production 2</b>							
1		David Case	1987 944	79.646	76.630	156.276	129.552
2		Joe Kraetsch	1988 924S	82.739	79.841	162.580	134.778
3		Lisa Roche	1988 924S	86.071	77.444	163.515	135.553
4		Bill Aubin	1984 944	83.338	81.131	164.469	136.344

<b>Production 3</b>							
1		Sigrid Schnoerr	1974 914	77.168	75.157	152.325	127.953
2		Chris Darminio	1976 914	79.568	75.162	154.730	129.973

<b>Production 4</b>							
1		Georges Rouhart	1993 968	81.219	74.285	155.504	130.623
2		Neil Halbert	1990 944S2	84.208	78.012	162.220	136.264
3		David Beningson	1987 944 turbo	84.832	81.636	166.468	139.833
4		Betsy Rouhart	1993 968	94.611	89.062	183.673	154.285

<b>Production 6</b>							
1		Robert Canter	1984 Carrera	80.241	78.173	158.414	133.067
2		Chris Ryan	1984 911 Carrera	80.719	79.611	160.330	134.677
3		Dick Demaine	1988 911	84.598	79.299	163.897	137.673
4		Jeff Johnson	1987 911 Carrera	84.070	82.596	166.666	139.999
5		George Skaubitis	1993 RS America	88.891	82.834	171.725	144.249
6		Christine Skaubitis	1993 RS America	91.227	88.862	180.089	151.274

<b>Production 7</b>							
1		Oliver Lucier	1998 Boxster	76.505	72.917	149.422	126.560
2		Chris Jacques	2001 Boxster	76.669	73.549	150.218	127.234
3		Jeremy Mazzariello	2007 Cayman	78.003	74.558	152.561	129.219
4		John Leach	2000 Boxster S	89.195	81.014	170.209	144.167
5		Barb Jacques	2001 Boxster	87.015	84.370	171.385	145.163

<b>Production 8</b>							
1		Paul Atkin	2006 997 C2	84.292	82.977	167.269	142.847

<b>Production 9</b>							
1		Susan Kelley	2007 997 C2S	87.660	83.896	171.556	147.538

**Improved (PAX Indexed Class)**

1	I3	Mark Skala	1970 914-6	75.204	72.008	147.212	126.307
2	I5	Stephen Lefebvre	2007 GT3 RS	76.142	72.553	148.695	128.918
3	I6	Charles Stromeyer	1997 993 turbo	78.317	74.223	152.540	132.862
4	I4	Greg Osche	2001 Boxster S	80.958	75.819	156.777	135.141
5	I4	Tom Frisardi	1971 911T	82.167	82.848	165.015	142.242

Top Times Of Day	Driver	Time
Raw time	Mark Skala	147.212
PAX	Mark Skala	126.307



The photographs above are by Jim Fenn.

# NCR Make-A-Wish...

## May 8, 2010

Paul Tallo

---



*Make-A-Wish photographs by David Churcher.*

### I Tot I Saw a "Puddy Tat"

Our Make-a-Wish event came early this year since the May Season Opener event was our only track event at New Hampshire Motor Speedway that included a weekend in 2010. Of course, New England weather is always a risk and the day did start out wet. But that did not deter our PCA "Track Junkies" nor the Make-a-Wish families who had been looking forward to the day. We were rewarded with enough clear weather midday to put aside the umbrellas, provide plenty of rides to MAW kids and their families, and for other club members and friends to arrive and drive their own cars in the Parade Touring Laps.

While we certainly have had some MAW kids that know specific Porsche models, we typically notice that many pick the cars

based on color, "race" graphics or wings. This year we had an interesting twist – a child getting a ride in a serious GT3-RS racecar expressed his dissatisfaction because he **REALLY** wanted to be in the Boxster with the "kitty cat" paw-print graphics!

So many instructors, club members and friends step up every year to do what we can to bring big smiles and some new memories to the kids and families during the brief time that we get to share on this special day. One young boy would not take a ride without his father being with him. After a few unsuccessful attempts to arrange a track car where dad might be able to ride along, it dawned on me that I was planning to drive my friend Bill's Honda Civic as a pace car for the member/guest street cars to begin the Parade

Touring Laps – the boy and his father were more than happy to "strap-in" together in the backseat. After a few laps, the boy was telling me when to turn left and right, and all four of us said "Wheeeee....." as we crested the hill and descended into The Bowl each lap. He enjoyed his little track "roller coaster" ride, albeit even from the backseat of a Honda Civic. Yes, I did say Honda Civic – hey, at least it was a manual transmission, and I could share with the adults the proper "line" on track and the terminology of braking zone, apex, and "track out." Wheeee.....

Another girl was so excited about her opportunity to wave the checkered flag that she began running down pit lane to get to the flag stand. I had to run to catch up and get her safely to her flagging duty (honor?). Little heartfelt moments shared

with her on the flag stand are hard to express, but brought my own smile and new memories of my day. This is what makes us grateful for what we have and are able to share with others.

It is often amazing how we run into connections that make us say "what a small world." One MAW girl was out for a ride with an instructor and noticed his definite Irish accent. As they lapped the track she explained how her dad was also from Dublin, and mentioned his name. Amazingly, the instructor and her dad knew each other from school many years ago and were able to reconnect at the event. Even more amazing, they have been PCA members of neighboring regions, but it took his daughter and our MAW event to just "happen" to run into each other.

We not only have the gratitude of seeing so many happy kids and families on the day of the event, but as a result of the event fundraising and additional annual club donation NCR continues to be an annual Wish Sponsor and are presented with a plaque each year portraying a child's wish granted based on our total donation. NCR looks forward to many more years of smiles, memories, and wishes being granted.



# NCR Drivers' Ed Season Opener... May 9, 2010



*It was cold at NHMS May 9. So cold the spectators rugged up and the drivers turned on their heaters.  
Photographs of this event by David Churcher.*









*R. Robert Woodburn Jr. performs The Rites Of Spring ... May 9, 2010 at NCR's DE Season Opener. Photograph by David Churcher.*





# Insurance: Am I Covered While Driving On-Track?

Courtesy Ryan Staub, Lockton Affinity

---

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available ...

Each year Porsche Club of America Regions organize many high-performance driver's education events. Over the years PCA has earned a tremendous reputation for putting on educational, safe, and structured events. These events target what PCA members are most passionate about – appreciating the fine automobiles they own in a way that just can't be recognized in daily street driving.

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events." Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly. At the beginning, a few companies implemented new language to exclude coverage "on a surface used for racing", "in a performance driving event", or even worse "at a racetrack facility." Since the initial rollout of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy renewal. The typical policy holder receives their renewal, looks at the bill, and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy changes. Unfortunately these changes often go unnoticed by insurance consumers.

For individuals involved in DEs, it is very important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will always send a copy of the current policy upon request. A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. PCA has partnered with Lockton Affinity, the administrator of the HPDE Insurance Program. The PCA – HPDE Insurance Program offers single-event physical damage insurance at a very affordable rate. The premiums are based on value, and the average premium for our members is \$205 per event. When applying, PCA members can enter their member number to receive a 10% discount on their premium!

Do not assume that you still have coverage while participating in DEs based off of research or questions asked to your agent years ago. Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an unfortunate incident that causes damage to one of your most prized possessions. If your research shows that you do not have coverage, consider getting supplemental through the PCA – HPDE Insurance Program: <http://pcahpdeins.locktonaffinity.com>



Chuck's collection: a 2001 911 Turbo in Fly Yellow. A car our own president Ivy Leonard would appreciate!

Other German cars included a couple of Audis, a 1956 Mercedes "Gullwing," a 1981 BMW M1 which was never imported into the US and is one of only 399 built and a lovely 1957 BMW 507 Roadster. The alloy bodied Roadster is in original condition and has a racing history. Chuck showed us the original tool kit that came with the car and is conveniently incorporated in front of the firewall.

Moving to English cars, Chuck has no less than 5. There is a beautifully restored 1961 Aston Martin DB4 Coupe...not the James Bond car, that was a DB5. He has a 1954 Allard J2X Roadster, one of only 83 built, in Oriental Red with tasteful touches of chrome here and there. Also present were two lithe Jaguar roadsters: a 1959 XK150S in British Racing Green and its replacement, a 1961 E-type. But the real jewel in this British crown goes to the 1956 Lister Jaguar, aka "flatiron" due to its body shape. Lister was an English engineering company that sold race car kits and would drop virtually any engine into them. Chuck's Lister, number 14 of 56 built, holds the D-type Jaguar engine.

Italian cars are also well represented. There is a 1992 Ferrari 512TR, in Testarossa Red of course, as well as a 1967 275GTB/4 in a hypnotic purplish blue. A 1970 DeTomaso Mangusta sporting a Ford 302 engine got

some attention when Chuck opened its "gullwing" rear deck lids. An Iso Grifo, produced the same year as the Mangusta beside it, was another rare Italian marque that many of us had never heard of before let alone viewed up close. Built by Iso Rivolta, this metallic light blue example holds a Chevy 327 V8 under its bonnet. Lastly, if you can get past the Metallic Buno Jarama paint (brown) the 1972 Miura is probably one of Lamborghini's most visually pleasing models. It's a study in ellipses, with round headlights set in oval recesses. Even the heat vents are little chrome surrounded orbs floating about the Italian leather clad cockpit.

But don't think Chuck is solely a European sports car fan. He's also acquired some impressive American cars over the years. Among them is a 1957 Ford "E Bird." One of a little over 1400 of these Thunderbirds produced, it possesses a 312 V8 engine with 2 4-barrel carburetors and had an "E" code on its VIN (hence the name). Of these 1400 E Birds, only 149 were fitted at the factory with a 3-speed transmission. And of course Chuck's has this tranny. Literally a rare bird!

Two concours quality Corvettes, a 1962 and a 1967 in Fawn Beige and Marlboro Maroon respectively, sit beside a 1965 Kirkham 427SC Cobra replica. The Vettes are breath-taking but the Cobra really stands out due to its polished aluminum body. Photos cannot capture the beauty and workmanship of this car. I can only

imagine what that finish looks like in direct sunlight.

Strategically placed beside this replica is a real "Cobra Killer." In the early 1960s, race car builder Bill Thomas was approached by some Chevy bosses who wanted him to create a car that could beat Ford's Cobra. Christened the Cheetah, only 16 of these formidable race cars were produced in 1964. The Cheetah before us was simply amazing. Its fiberglass body weighs just over 1500 pounds and the stock Chevy 327 engine produces 420HP. You do the math.

After Chuck had gone through the entire collection and answered questions he allowed whoever wanted to get in a car and start it although we couldn't go outside with it in the pouring rain. It was a thoroughly enjoyable and educational tour of Chuck's sports cars which those of us in attendance probably would not have had the opportunity to see had we not been car club members.

And finally, Chuck told us that he and his friend Lloyd Dahmen are entered in the Peking to Paris Motor Challenge 2010. This 6000 mile rally from China to France takes roughly a month for participants to complete...if they can complete the journey. Your *Northlander* editors are hoping to get Chuck's experience in print at a future date so stay tuned. For information on this ultimate rally go to [www.pekingparis.com](http://www.pekingparis.com).



Photographs of Chuck's collection by Tracey Levasseur. More photographs on page 32.

Page 30: The Porsche 904 Carrera GTs. Only 104 of these lovely race cars were built. This one is #85.

Page 31, clockwise from the top: Who wouldn't want a "barn" like this? A view of half of Chuck's collection sitting on a floor so clean you could eat off of it.

Built for speed -- the Lister "flatiron" Jaguar and the Porsche 904 Carrera GTs.

One of Chuck's newer cars, this 2001 Fly Yellow 911 Turbo has black interior with yellow seat stitching and seatbelts.



*More of Tracey's photographs .. clockwise from top left:*

*As lovely as the Spirit of Ecstasy perched on a Rolls Royce bonnet, this polished aluminum 427SC Cobra is no slouch. It boasts 600HP!*

*At first glance it looks more like a salamander than a cheetah. The 1964 Cheetah, built by Bill Thomas, was known as the "Cobra Killer" because its sole purpose was to beat Carroll Shelby's successful racecar.*

*A crowd gathers when the "gullwing" rear deck lids are opened on the DeTomaso Mangusta, a rare Italian car with a Ford engine.*

*In 1958, only four Carrera 4-cam GS Speedsters were built. Here is one in excellent condition.*



# Jay & Matt's Most Excellent Rambly... May 16, 2010



Most excellent indeed. The rally organizers even brought in excellent weather!

For more photographs see the following two pages and the NCR web site. For the complete story see the July issue of *Northlander*. Grammie Gratton will write up the story as part of her prize for being the winning navigator.

There is one story we will have to pass to Grammie because she might not know of it. It is as follows: one of our NCR drivers and his lady navigator waved to the photographer and Charity Chair Paul Tallo...through the sun roof of the Porsche...with the rally directions in hand. The sheets were grabbed by the wind and landed on Rt 1A. But Paul and David rescued the papers and caught up to their colleagues.

What a day! Most excellent indeed.



Photographs on page 34 by David Churcher



Photographs on page 35 by  
Toni Surdam.

## 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](http://www.hmsmotorsport.com)

888-467-3269

# HMS<sup>®</sup> 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

## Looking Back

...continued from page 12

and I wound up with new cars courtesy of fellow member Steve Gratton – at that time a salesman for Lovering Volvo, an article about the Hershey Swap Meet from Jay Gratton and an article about Dick Horan's perennial tech session on 911 pitfalls. In rereading this article I learned many things about Dick that I did not know/remember and found the tips to be of enduring value. So for both that and Dick's long-standing support of the Tech Session program and NCR we reprint it here.

From June 2000

### 911 Pitfalls III

BY: John Demetry

First of all, on behalf of the Porsche Club of America - North Country Region, I would like to thank Dick Horan, founder of Precision Imports for hosting Tech Session #5 - 911 Pitfalls III on Saturday, April 29th. Dick is well qualified to tackle this topic, as his company probably works on more 911's than anyone else in the state and when he examines them, usually they have suffered one of the typical 911 pitfalls covered during the afternoon.

I will start with a little background on the man who is also affectionately known as "The Porschemeister." Dick began his enthusiasm for mechanics by working on and repairing lawnmower motors during his early high school years. On many occasions, I can remember walking home from high school (we went to school together) with Dick and discussing how he was going home to rebuild or repair a small motor and I always thought, "I wonder how he knows how to do that?" Upon graduation from high school, Dick went to technical college to study auto mechanics, working part time at various automotive dealers in order to hone his mechanical and business management skills. Shortly after graduation from technical college he formed Precision Imports, specializing in foreign car repair. About this time, I had a 1972 911 T and while traveling on I-93 had the dreaded "chain tensioner failure" occur. I contacted Dick and asked him to take a look at it (at this point I did not know what had happened yet). He examined the motor and informed me that the chain tensioners had collapsed, causing the engine to jump timing. Subsequently, the pistons collided with the valves and the

engine was in layman's terms "blown." Seeing an opportunity, while at the same time greatly helping me out financially, Dick offered to do the "rebuild" for his cost of parts only, in order to gain the experience of rebuilding a 911 motor. I will never forget the gleam in his eyes when it was decided to go ahead and he knew that he would be working on a "Porsche" motor for the first time (Dick was a Volkswagen specialist at this time and he assured me it was the same motor just two more cylinders and a little more power), he was like a child on Christmas morning.

This one Porsche job turned into another, then another and soon 911's were engulfing his parking lot and the rest is history. As Dick mentioned during his presentation, last year marked 20 years in business. In addition to running a successful business, Dick still finds time to sit on several national industry related committees, teach classes, volunteer, coach skiing, host PCA tech sessions, etc. He is especially proud of being the first nationally certified Bosch Master Mechanic and one of only three in the country, as well as Chairman of the Board for the Bosch Technical Advisory Committee.

After a brief introduction by NCR president Scott Martineau, the tech session was turned over to Dick who opted to begin at the rear of the car and move forward, highlighting typical problem areas. Starting at the rear engine, various oil leak points were identified and preventative/repair maintenance discussed. Alternator and fan belt problems, along with proper belt adjustment were reviewed. A note for all 993 owners: check your OEM alternator and fan belts frequently or better yet, replace them before they fail - the majority of 993 owners have belt failure within the first 6,000 miles - a replacement set of belts should last 30,000 miles or 3 years without any problems. Next was an education, about the functions of the alternator, voltage regulator and battery, how these parts interact with each other and basic warning signs that indicate potential trouble. Types of oil were analyzed and oil change schedules discussed. Throughout the presentation, questions from club members were answered with factual detail and a little humor thrown in for good measure. Other topics covered were transmission and clutch problems/upgrade options, air conditioning, heater controls, brakes, suspension and rodent control. Yes, it seems that mice getting into the car during winter storage is a big

problem and can be a very expensive (read \$2000) repair depending on where they choose to nest. Noteworthy tips discussed were to secure nylon socks or screen over air intakes and sprinkle mint leaves around the car, but most importantly - use mousetraps! This is the only surefire method and it will keep the mice out of the car. It seems Dick has one favorite trap with 12 notches in his garage. In the end, everyone had a great time, enjoying good food, drink and companionship while learning a little more about their cars. This was my first tech session and I must say that my wife and I enjoyed it very much. It was informative and fun. Thanks again Dick!



## 7<sup>th</sup> Annual Northeast Exotic Car Show

**Date: Saturday August 21<sup>st</sup>, 2010**

**Time: Show Cars - 8:30 a.m. - 10:00 a.m. / Public 10:00 a.m.**

**Rain Date: Sunday August 22<sup>nd</sup>, 2010**

**Location: Anheuser-Busch Brewery in Merrimack, NH**

**Information: <http://www.northeastexotic.com/>**

This year's show is an official club event for all of the following car clubs: Ferrari, Viper, Lamborghini, Porsche, Lotus, BMW, and TVR. A donation of \$20 is requested from all show cars during registration. This donation will be made to NH Make-a-Wish, and they will have a booth at the show if you should choose to make a larger donation. "Goodie bags" will be handed out to all show car drivers. Last year our sponsors loaded up the goodie bags with more than \$20 worth of detailing supplies.

This year's show will be a judged event with trophies awarded to 1st and 2nd place winners in each class.

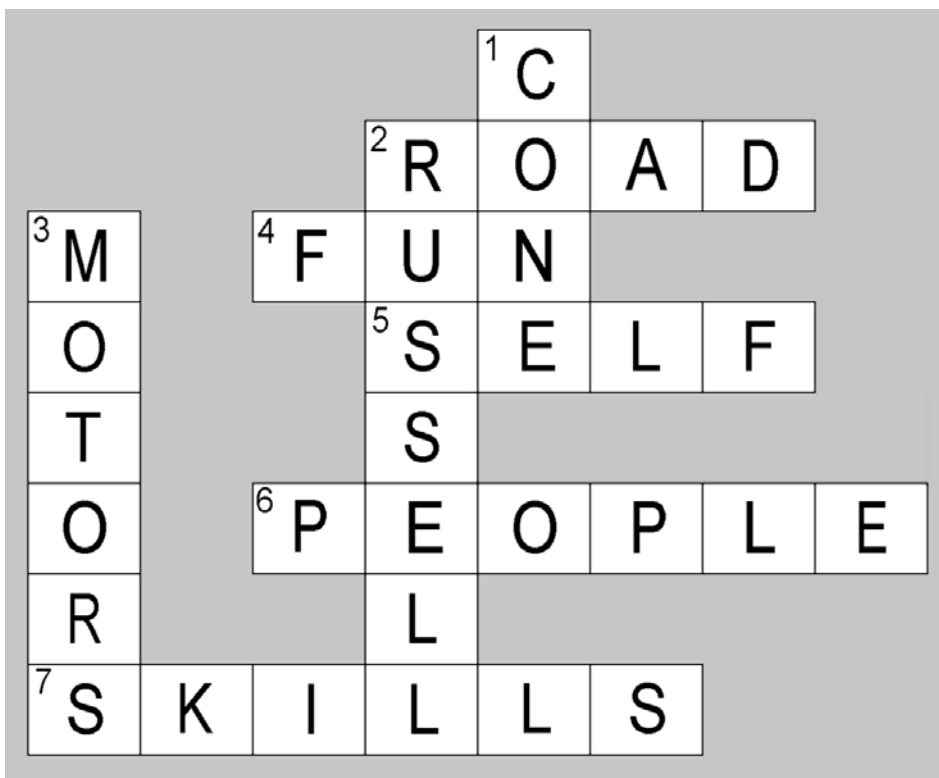
Please check out the website for details about the day. If you have any questions related to showing a car, trailering a vehicle, etc. contact Show Chair and Inter-Club ambassador Jeff Torrey at [jefftorrey@comcast.net](mailto:jefftorrey@comcast.net).



**111 VENTURE DRIVE DOVER, NH 03820 603.742.4000**  
**ILeonard@ConsumerProfilesinc.com**



**COMBINING PRINT AND BUSINESS SUPPORT SERVICES,  
AND PLEASED TO EXTEND OUR SERVICES TO NCR BY  
PRINTING AND MAILING OF  
THE NORTHLANDER**



Answers to the Talbot Autocross puzzle on page 8

**President**

...continued from page 6

one...he had his heart set on a car he had seen in the garages, a Boxster with orange cat's paw decals across the hood and roof. Out of the garage came the car, the little boy was loaded in, absolutely thrilled, for his ride around the track in his special car selection. The look on his face was just priceless.

Each year, the kids, the parents, and all participants of the Make-A-Wish event make this a most memorable experience. Those of us lucky enough to participate have the kids' smiles etched in our minds. It is an opportunity to make a difference, if only for an afternoon, for some terrific kids. And it will make me work even harder through tough times because I will think of the struggles that those children, and others, live with on a daily basis.

Acts of thoughtfulness do not require great effort. Tell someone how nice they look today. Help someone cross the road, or carry something in the store. Simple tasks go a long way.

This past Wednesday I was in Walgreens and happened to be standing next to a gentleman in a wheelchair. I could see he wanted something on a shelf, but was unable to reach it. I waited a few moments and then asked if I could help get something for him? He replied "Yes" and pointed out what he wanted. I reached for his item and he thanked me. He then looked at me and said that few people are willing to help and "don't even dare to look at him as if he has the plague." It is sad that he resists asking for help because of the way he feels he is viewed by others, as if he were different and that people are afraid of him because of his wheelchair. It made my evening knowing that the little effort I invested made such a big difference to him. Little things. It may take a few minutes of your time, but at least we have the time. Some don't. How lucky we really are.

I would like to send a big "Thank you" to Paul Tallo for all his hard work and dedication as our NCR Charity Chair, for running such a wonderful event, and for allowing me to be a part of that extraordinary day. You are a very special part of our region.

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:**

**Wanted:** Charity Chair to phase-in for 2011. You get the pleasure of generating smiles, determining how NCR can help the community, designing a T-shirt (or other NEW ideas ?) "

Contact Paul Tallo, or Ivy Leonard / Jay Gratton for more information.



## NCR's First 2010 Ice Cream Run

Hey, how about disregarding what our mothers told us and **eat dessert first!**

Join us at Porsche of Stratham on **Thursday, June 10**, for our annual trek to Lago's Lone Oak Ice Cream via a leisurely group drive through the seacoast backroads. We'll assemble at POS, and plan to leave there at **6:00PM**. When we arrive at Lago's, you can choose to be as decadent as you like, and indulge in any (or all?) of their many flavors. You'll be amongst friends in NCR, so who's going to tell.

No doubt, as in past years, there'll be some who will continue the socialization & camaraderie over a more conventional meal at a nearby restaurant to follow – your choice how much you'd like to participate. Come on and join us – you know you want to!



71 Lafayette Road, U.S. 1, Rye, NH

Direct any questions to John Leach, NCR Social Chair

603.767.2590 (cell)

## 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](http://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](mailto:Steve@carlsoninvest.com)

[www.carlsoninvest.com](http://www.carlsoninvest.com)



**SALE:\*\*\*** 1993 RS America Track car build # 200. Arctic White about 90,000 miles. An incredible track car. No Sunroof, No Radio, No AC. Does have LSD. Shortened gears, Monoballs with JIC Magic Suspension, Turbo Front brakes, Safety Devices Cage, Fresh Harnesses, Momo Steering wheel, Traqmate GPS, Sparco "bird cage" driver's seat, Evo passenger seat, 3.8 rear wing, Protomotive chip, Fabspeed exhaust and headers, rugs, airbags, and lower dash removed, complete body repaint including interior in 2009. Original Cup rims powder coated black with Toyo TS1's, as well as Fikse FM5's with Toyo RA 1's. Rennline pedals and Trackmats, Lightweight Odyssey Battery, Lexan rear quarters and rear window. Very light, very fast. Needs nothing. Freshly serviced with all fluids replaced including brake fluid, engine and transmission oil, valves adjusted, tuned. Excellent recent leak down results. Serviced by EPE. Perfect. Recent unexpected change in financial situation forces sale. I never planned on selling this great car. Asking \$38,500. I can send lots of pics. Paul Frucci pfrucci@yahoo.com or 603.491.2265.

**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

### **GARAGE SALE - 3/15/10 - 11/15/10**

Includes part of garage: eight 25' Z-purlins, metal roof. 1973 BMW R75/5 914-6 (maybe) 15' Venture catamaran + trailer  
Farmall Super-A tractor Porsche parts: 356 - Boxster Old race tires Some firematic items Air compressor Lawn mower  
Furniture Garden tools Misc items from old hardware store Farmall Super A tractor Used 17" Pirelli P7 tires, Boxster front  
Set of used 16" 944 tires, 1/2 worn Some stuff free, others \$1 to TBD. If you don't need it, we have it!

-Ed & Nancy ednan@tds.net 526-6578 559 County Rd, New London, NH

**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.

**Lost...and Found!** At the last DE event in 2009 at NHMS, a helmet and a Columbia fleece were left behind. If it is yours, a little descriptive evidence of ownership will assure that it is returned home! Email Hank at bigcheese@consumerprofilesinc.com, or call Hank or Ivy at (603) 742-4000.



## Edgar Broadhead

NCR Tech Inspectors  
09/16/08

### 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](mailto:talauto@aol.com)  
(charges for unfamiliar cars)

Abe Anderson  
Bow, NH 03304  
603-228-1790  
[abe911@comcast.net](mailto: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](mailto: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 Crowl, 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](mailto:austin@pivot.net)

Corey Jacques & Richard Albanese  
Sports Car Workshop, Inc.  
128 York St, Suite 1  
Kennebunk, ME 04043  
207-985-6661  
[sportscar@gwi.net](mailto:sportscar@gwi.net)

Michael Grishman  
Autosportnortheast,  
Berwick, ME 03901  
207-698-1000  
www.autosportnortheast.com

### Massachusetts

Peter Faill  
296 Boston Road  
Groton, MA  
978-448-8496  
[peter.faill@ncr-pca.org](mailto:peter.faill@ncr-pca.org)

Al Ward  
Chatham, MA  
508-945-5517

Mark Schnoerr  
11 Cliff Rd  
Bellingham, MA 02109  
508-966-3236  
[mark.schnoerr@gyrusacmi.com](mailto:mark.schnoerr@gyrusacmi.com)

## 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](mailto: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](mailto:sales@rennline.com)

Sisco Lellos  
Green Mountain Performance Co.  
17 US Rt. 4  
East Mendon, VT  
802-775 -3433  
[sisco@greenmountainperformance.com](mailto:sisco@greenmountainperformance.com)

## Rhode Island

Chris Darminio  
101 Mailcoach Road  
Portsmouth RI 02871  
401-846-9337  
[christopher\\_m\\_darminio@raytheon.com](mailto: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](http://www.ayereuropeanauto.com)

**Ayer**  
EUROPEAN AUTO SALES



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



*Precision Imports*



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.

**BTW:**



**Attention all North Country PCA Members!**

Are you looking for a non-competitive event in which to enjoy your Porsche, the fellowship of kindred individuals, good food, and nice scenery?

Did you enjoy your participation (or wish you had participated) in NCR's last progressive dinner held a few years back, and wonder when we'd do it again?

Well, we're planning to do it again, but this time there's a twist... Mark your calendars for

**Progressive Meal Day and Tour  
Sunday, August 1, 2010**

Start with breakfast at 8:00am at the home of your Social Chairperson, John & Janet Leach, then we'll head off on a drive through some back roads to Jewell Towne Vineyards for a tour & tasting exclusively for NCR at 10:00am. Next, we'll travel through some countryside venues probably not seen too often even by NCR "locals" to arrive at a lunch/cocktail stop on the UNH campus in Durham. From here, you'll have your choice of your own agenda or a preplanned back roads route to the home of Northlander Editor, David Churcher, for dinner at 6:00pm.

This will be a great opportunity to reinforce the attitude that NCR is the "Friendly Region", socialize with longstanding members and new alike, and partake of some of the wonderful features of the successful area. It will definitely be lowkey--no typical Rally questions to answer or difficult directions to follow. The routes are planned as "follow-the-leader" similar to our ice cream runs, and maps & directions will be provided to participants, so you shouldn't get lost.

Join us for breakfast & dinner for the lovely sum of \$15 per person--the lunch stop will be on your own to choose from the menu.

This event is open to ALL of NCR's membership, but in order to prepare, we need you to REGISTER no later than Tuesday, July 27, 2010, by sending the number participating and a check made payable to "NCR-PCA" to:

John Leach  
10 Orchard Hill Road  
Greenland, NH 03040-2128  
603.433.450 JSLEACH@comcast.net



**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



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



# 25th Annual Zone One Autocross



*Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA*

## The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

## Cost

\$60/person early bird-registration until 8/15/10  
\$85/person after 8/15/10  
\$45/person for Saturday dinner  
Amounts are for one or two days;  
Dates refer to web registration  
25<sup>th</sup> Anniversary shirts to all entrants!!!!

## Host Hotel

Springhill Suites by Marriot  
<http://devenscommoncenter.com>  
31 Andrews Parkway Devens MA  
Phone: 978 772 3030  
Rate: \$129/night + tax  
Refer to Code: "AXPC" for group rate  
**You must book by 7/28/10 for group rate**

## Event Contacts

**Zone 1 Autocross Chair:** Don Coburn  
(516) 804-2562 [autoxerpca@aol.com](mailto:autoxerpca@aol.com)  
**Zone 1 Registrar:** Aaron Ambrosino  
(518) 541 2680 [aambrosi@mac.com](mailto:aambrosi@mac.com)

**2010 Zone 1 Autocross Registration via [clubregistration.net](http://clubregistration.net) (paypal) only opens 7/1/10**  
Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

# A Cancer Survivor Doing Something About Cancer

Fellow Track Junkies:

Don't we ALL know someone - a family member, friend, colleague, parent, child – who has been affected by this deadly disease?

Well, you know me. I am a cancer survivor. I was first diagnosed with Chronic Lymphocytic Leukemia (CLL) in 2002 . In September of 2006 I went through six months of chemotherapy, and my experience included ten days (missing the NCR DE event at NHMS that week) living in a "bubble" at the Norris Cotton Cancer Center at Dartmouth-Hitchcock. It's an experience I don't wish on anyone, and it totally changed my outlook on life. For the positive. As far as I'm concerned, my oncologist and the staff at this wonderful medical center in northern New England saved my life. And I am asking for your help to give something back to them.

I am now cancer free, and on Saturday, July 10, while many of you are in Canada at Calabogie, I am going to participate in the **29th Annual Prouty Century Bike Ride & Challenge Walk** to raise money for cancer research at Dartmouth-Hitchcock's Norris Cotton Cancer Center by cycling 100 miles. Yes, 100 miles in one day. Who would have thunk it? Will you help me reach my goal by making a donation to support my ride?

Participants in The Prouty come together to celebrate and support the courage of cancer patients and survivors everywhere and to raise money for crucial research and important patient services at this nationally-recognized cancer center. Norris Cotton Cancer Center is the ONLY comprehensive cancer center in northern New England. Yet, research conducted here helps cancer patients not only in the Upper Valley, but all over the world.

Go to [www.theprouty.org](http://www.theprouty.org) to register now to participate as an individual, by joining or starting a team, or by signing up your family to be part of this critically important event. YOU have the power to make a difference in the fight against cancer. Click on the Sponsor Participant link to visit my personal web page and help me in my efforts to support Friends of Norris Cotton Cancer Center.

Thank you in advance for your help!

Paul Frucci  
603.491.2265



*You're Invited to* **Porscheplatz**  
(Porsche owners corral) and **PCA Membership Station!**  
**August 28-29, 2010**  
at the **GRAND PRIX OF MOSPORT**

Join us for this **exclusive PCA member opportunity!** Display your Porsche in the Porscheplatz corral, watch the Porsche racing action, and take part in the following Special Events:

- Scheduled Appearances by Porsche Race Drivers
- "Hot Pit" Escorted Tour Raffle
- Supervised Parade Laps of the Track
- Michelin Tires "Long Distance Award"

For information please contact: Botho von Bose, Z 1 Rep - [bvonbose@lomltd.com](mailto:bvonbose@lomltd.com)

For the latest schedule information please visit the IMSA website at [www.imsaracing.net](http://www.imsaracing.net)  
**Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.**  
Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of the IMSA and ALMS.



**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](mailto:EPE@EPE.com)



**CHESTNUT HILL  
AUTO SERVICE**  
Leader Imports LLC  
— D B A —

**603-887-0911**  
Foreign & Domestic

Christopher Loader  
Master Technician

219 Main Street, Sandown, NH 03873



**D L CARLSON INVESTMENT GROUP, INC.**

**STEPHEN D. ROBBINS**  
VP Marketing & Sales

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

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

**Harry Dean Robinson**  
Master Sales Professional



Porsche of Stratham  
60 Portsmouth Avenue  
Stratham, NH 03885  
Tel: 603.418.0299  
Mobile: 603.617.9930  
Toll Free: 866.543.6819  
[hrobinson@pastratham.com](mailto:hrobinson@pastratham.com)  
[www.porscheofstratham.com](http://www.porscheofstratham.com)

2008 Certified  
Sales Professional



**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](mailto: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](http://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

- 39 Autowerkes
- 43 Ayer European Auto Restoration
- 48 Black River Design
- 8 Blair Talbot Motors
- 48 Chestnut Hill Auto Services
- 38 Consumer Profiles Inc.
- 40 DL Carlson Investment Group

### Inside front cover

- Porsche of Stratham
- 47 EPE
- 44 EXOTECH
- 49 Exotic Car Club Of America
- 48 Harry Robinson  
(Porsche of Stratham)
- 36 HMS

### Inside back cover

- IRA
- 49 Kathy's Kitchen

### Back cover

- Michael Bernier Agency/  
Hagerty/Allstate
- 49 MainleyCustomByDesign
- 36 Meister Restorations
- 43 Precision Imports
- 40 Schindler Law Office
- 48 Scott Murray (Wells Fargo)
- 48 Steve Robbins
- 49 Stibler Associates
- 39 Stuttgart Northeast
- 49 Tires to You
- 44 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



### The New Porsche 911 GT2 RS

620 Highly Efficient Turbo-Horsepower: Most Powerful Street-Legal Porsche of all Times

Limited to just 500 units, the 911 GT2 RS will be available in Europe from September 2010, in the USA from October 2010. The Euro base price is 199,500.- Euro. Including VAT and national specifications/equipment the new 911 GT2 RS will retail in Germany at a price of 237,578 Euro.

Photograph and text from Presse Porsche.

## NEXT MONTH

- Six Hours At The Glen
- NCR Ice Cream Run 2010
- NCR Autocross #2
- Porsche at Le Mans 2010
- Update from Haiti

©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 6

June 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](mailto:mbernier@allstate.com)