

NORTHLANDER

NORTH COUNTRY REGION

Volume 33 Number 9

PORSCHE CLUB OF AMERICA

September 2010



IN THIS ISSUE:

Autocross #3 and #4

From The Far Side of 65

DE In The **HEAT** Of The Summer

Three Rivers Run

North East Exotic Car Show





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.

2003 Porsche Boxster black/beige 19K miles one owner. \$23900
owner. \$59900

2004 996 Turbo coupe seal grey/grey 24K miles two
owner. \$59900

2004 Audi S4 4.2 Black/black one owner. 6- spd 87K miles \$16900
44k miles \$56900

2006 997 Cabriolet S Slate Grey/black two owner

2007 Porsche Targa 4 S Midnight Blue/beige one owner. 15K miles. \$73900

2009 BMW M3 coupe Silver/Black one owner. 11K miles \$57900

2010 Mercedes Benz GLK 350 white/beige. One owner 19K miles. \$34900

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



NORTHLANDER

NORTH COUNTRY REGION
Volume 33 Number 9

PORSCHE CLUB OF AMERICA
September 2010

Upcoming Events

- 5 Calendar
- 15 NCR 2010 Banquet
- 36 Jersey Shore PCA 50th Anniversary
- 37 Watkins Glen Vintage GP
- 38 PON Octoberfest Car Show

Features

- 10 The Rolling Chicane
- 12 Looking Back
- 16 From The Far Side Of 65
- 18 NCR Autocross #3
- 22 NCR Autocross #4
- 26 Three Rivers Run
- 28 September Centerfold
- 30 DE In The Heat Of The Summer
- 34 Parade 2010 Gimmick Rally
- 41 2010 Prouty Charity Bike Ride
- 49 Northeast Exotic Car Show
- 54 BTW

Departments

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

On the cover



A moment of instructions while changing drivers?
Adjusting her helmet, perhaps?
No ... a moment of affection between Jay and Jaime Gratton.

Photograph by David Churcher



12



22



49

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 1st of the month preceding the publication month. See page 54 for advertising rates.

BOARD OF DIRECTORS

President	Ivy Leonard	(H) (603) 767 6461	president@ncr-pca.org
Vice President	Jay Gratton	(H) (603) 498 8576	vice-president@ncr-pca.org
Secretary	Toni Surdam	(W) (617) 803 2540	secretary@ncr-pca.org
Treasurer	Lisa Roche	(H) (978) 534 0118	treasurer@ncr-pca.org
Past President	Miriam Dunster	(H) (603) 659 8592	past-president@ncr-pca.org
Membership Chair	R & L Futterer	(H) (207) 698 1104	membership@ncr-pca.org
Newsletter Editors	Tracey Levasseur	(H) (207) 247 3385	ncrnorthlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	ncrnorthlander@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org

COMMITTEES

Advertising Manager	Matt Romanowski	(H) (603) 674 3250	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	Brian 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 Leach	(H) (603) 433 4450	social@ncr-pca.org
Technical	Larry Synger	(H) (617) 799 1118	tech@ncr-pca.org

CALENDAR

9

9-12

14

19

September 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
Sep 9	8am	NER DE	NHMS	www.porschenet.com
Sep 9-12		PCA Escape 2010	Sun Peaks, BC	www.pca.org
Sep 14	6pm	Board Meeting	TBA	president@ncr-pca.org
Sep 19	7am	NCR AX #5	Devens	autocross@ncr-pca.org
Oct 3	9am	Fall Rally	TBA	rally@ncr-pca.org
11 - 12 Oct	8am	NCR DE Spring is a Long Time...	NHMS	de@ncr-pca.org
Oct 12 6pm	Board Meeting	president@ncr-pca.org	TBA	president@ncr-pca.org

Due to Northlander's publishing schedule and event dates close to the month's beginning we are following an excellent suggestion from one of our readers and showing two months of information above.

But do keep an eye on the www.ncr-pca.org site for up to the moment information.

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



Ivy Leonard



Not to mention we were a bit scared after reading about the Montana Grizzly attacks only a week prior ...

It is the first time in four years that I have taken vacation time for something other than our very own Porsche events or car events. I have generally used up most of my vacation on DE days and travel that is required to attend those events. Especially the Tremblant/Calabogie venues as there are extra days involved traveling to and from destinations. This year was to be different. I was going on vacation to attend what was labeled "The 64 Montana Float Adventure." A trip of some Exonian's and their spouses (18 to be exact) enjoying Glacier Park and canoeing the Missouri River just as Lewis and Clark did. Well kind of!

The trip took a year of preparation and planning by Hank and two of his school time buddies, Ben and Nat. The three of them are known as The "Canoe Steering Committee." This committee coordinated the details of the trip, communicating among themselves frequently. Hank, Ben, and Nat put many hours into the trip details: collecting funds, working out details where to stay, what hikes to go on, and times to do all of it. This took many, many hours to complete.

The Itinerary alone was just amazing. I was a little concerned with our departure time to Manchester airport Thursday the 5th of August. The pickup time was to be 4:15am. That meant wake up at 3:15am! What was Hank thinking! Thank you Mark Walsh for the early morning pick up.

There would be 18 of us on this trip and the attendees were myself, Hank, Ben, Suzy, Nat, Gene, Whit, Pam, Joe, Jennifer, Joe, Nancy, Carl, Denise, Carter and teZa -- Hank's class of '64 buddies with spouses. Many of them had not seen each other in 40 years.

Thursday, August 5 we were all to arrive in Spokane and collect at the Airport Ramada except for Carter and teZa as they were visiting their daughter Fonya and her husband Kurt who resides in Montana. The good news was the Ramada was only about 250 yards away from the airport. Nice Job, Hank.

Friday, August 6 depart for Bigfork, MT (Cougar Ranch). It will be a lengthy drive. With the help of two-way radios the drive became quite comical. In the mountains the two-way radios soon became a necessity. No cell service for any of us. Carter and teZa were to arrive a bit earlier than the rest of us so they could scope things out at the ranch. We were

all speechless upon our arrival to Cougar Ranch. It was just amazing and more than we had anticipated. It was a quick stop at Cougar to meet, greet and assign rooms. I wonder who got the honeymoon suite.

We had about a half hour to unload and freshen up for a wonderful treat which was dinner with Ben Faulkner's cousins at the Somers Bay Café. It had been years since Ben had seen them. And what better way to reacclimate than to bring your wife and 15 of your good friends. Whit and Pam decided to offer us all up a special treat. Matching shirts...what a great idea! The ladies received blue, white and pink Hawaiian shirts and the men an orange, maroon and gold offering, of Hawaiian style as well. Picture all of us wearing the same shirts. What a hoot that was for sure. The dinner ended with two wonderful surprises. The first being a birthday cake for Nat and then the second a wedding cake in congratulations for Hank and me. Hank wore a bit of the cake as I received then in return my same offering. What better way to offer up lemon icing except smash it in their face. Tasty treat for sure. The evening wrapped up with pictures and stories.

Some of the gang headed off shopping. It soon became the story of Fred and his 6 wives shopping for 18. The store clerks did not know what to think. I believe it was about 6 shopping carts full by the time they were done buying everything in the shopping center. After a few bottles of wine and many stories everyone went off to bed in anticipation of the excitement of heading to Glacier Park on Saturday and Sunday.

Saturday, and Sunday, August 7th & 8th were spent site seeing Glacier Park. We hiked to the beautiful falls and other spectacular sites. Some of us were lucky enough (maybe not so lucky) to come across a mother Grizzly bear and her cubs. We managed to shoot off some quick pictures and then high-tailed it out of there as momma began to get a little angry that we were around. Not to mention we were a bit scared after reading about the Montana Grizzly attacks only a week prior. Out in the open wilderness like that is just breathtaking. Something you almost have to see for yourself to describe. Memories I have taken away to cherish for the rest of my life.

continued on page 42...



David Churcher

I don't think so.

But then, I am a grump.

During the last week of any particular month there is a flurry of correspondence between Tracey and me as we proof and send off the current Northlander. A brief pause follows, a few hours perhaps, and then the flurry begins again as we consider topics for the coming issue and its editorial. This month the editorial is my turn and for a few hours after August issue was completed I did not have a topic in mind. Tracey and I had used our flurry to discuss items such as a recent good read (Frank McCourt's 'Tis) and other none Porsche items. Material for an editorial followed in a rush.

You may not know (?) I am accused of being a grumpy old man. My daughter says I always was. Well, maybe, but I prefer to think I am passionate about things I am involved in and that includes motor sports. My passion for motor sport is based on the technical stuff, the race, the photography, and of course the possibility of another Australian World Champion. Porsche passion is, of course, self evident.

It seems to me in the course of one Tuesday evening's read of a few motor sport publications I became very grumpy and had to ask: what in heaven's name is happening to the sport? The warm up to this state of mind was a series of events in Formula One ... we had the Vittel/Webber shunt, Webber's flight through the air at 300KPH, followed by the wing story, and then Ferrari is fined a whopper for "fixing" a race. Perhaps they did. Perhaps they used "Team Orders" like McClaren and Red Bull have done ... and in the old days this was part of race tactics. Now there is a fluffy rule against it. As one journalist noted the rules are made by "a little club with a lot of clout." I am grumpy enough to give up on F1 even though I expect an Australian to be World Champion in 2010.

But what has this to do with Porsche? It was preparation. As I read Pano and learned the new hybrid 911 was being handicapped and given a weight penalty I had to wonder at the logic of organizers. Here is a company full of energy (pun) and pushing the technology and doing it in grand (Porsche) style ... only to be whacked. If Herr Macht is a grump, like me, he could not be faulted for taking the cars out of the sport and doing the research on their private track. After all management is only interested in profit and not really interested in the sport. Yes? Well, this is the picture painted of

Dr. Weiderking ... profit motive only (ah, this is a business, yes?) and he was "not interested" in the sport. Further, the articles indicate all this "new" stuff like hybrid 911 and the 918 came after the departure of Dr. Weiderking.

I don't think so.

But then, I am a grump.

Why am I so defensive of Dr. Weiderking? Because I really and truly believe he saved Porsche and the financial mess which precipitated his ouster was not of his making. It was a USA made problem. But it did end the career of a brilliant man and left the launching pad for some current brilliant people. Launching pad? Yes. I really don't think these recent brilliant projects could have been started after the management changes at Porsche. Not in Germany and not even at Porsche. I worked there for over two years ... I know how slow and thorough they are. They cross all the Ts and dot all the Is...and then review. And I know what CAD system they use. Wooo...that takes courage. So, the grump says, Dr. Weiderking is being whacked by opportunists, revisionists, and journalists.

I do plan another trip to Germany. I am at home there. Next trip I plan to visit Dr. Weiderking's pub for lunch and if he is at home I will ask him many questions and report back to you. I will consider that meeting as important to me as the meeting I had with Hans Mezger some years ago.

Before the trip we have LRP's historical cars weekend in September. I will be there for the Sunday ... just to look at those old cars and remember how the sport used to be.

BLAIR TALBOT MOTORS

served since 1984



Enhances your driving experience.

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

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

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



Bob & Laura Futterer

New Members:

Gerd Domajnko
Wolfeboro, NH -- 2011 Carrera S

Michael Lucci
Debbie Lucci
Windham, NH -- 2000 996

Thomas W. Pelton
Brookline, NH -- 2004 911 GT3

Joseph E. Ryan
Dennis Ryan
Londonderry, NH -- 2000 Boxster S

Member Anniversaries:

1 Year:

John B. Dunkle
Kayla Dunkle
Rochester, NH -- 1995 993

Brian V. Goss
Suncook, NH -- 1983 928

Cameron Habib
Dover, MA -- 2009 Carrera 4S

Richard L Willey
Marilyn Willey
Atkinson, NH -- 2007 Cayman

2 Years:

Bob Britton
Hancock, NH -- 1979 928

William F. Butler
Robert Peter Butler
North Salem, NH -- 1986 951 / 1984
911

Andrew Capaul
Campton, NH -- 1988 911

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

5 Years:

Terry Carlson
Jan Carlson
Fort Myers Beach, FL -- 2006 911 4S /
1993 911

Maurice J. Cozzo
Sandra
Hanover, NH -- 1973 914-4 / 2007
Carrera 4S

Cara Ness
Medfield, MA -- 1987 924S

Kenneth A. Viscarello
Anna Viscarello
Manchester, NH -- 1989 911

10 Years:

Christopher Dona
Maria Dona
Sandown, NH -- 1986 944

Jason P. Morin
Lonnie Morin
Bedford, NH -- 1998 993 / 2005
Cayenne TT

15 Years:

Peter Fail
Melanie Campbell
Groton, MA -- 1964 356C / 1978
911sc

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



Jay Gratton

THE ROLLING CHICANE

Early Saturday morning my grandparents, mom and I would all pile into Grandpa's little Toyota truck ...

I remember when I was a little boy, no more than 3 or 4 years old, my dad and grandfather shared a sailboat that they kept in Kennebunkport. On Friday nights, after my Dad got home from school my parents, my older sister Janet and I would all pile into my dad's 1976 Chevy C10 truck with a 3 speed on the column with a single bench seat and drive up to Kennebunk (not the Port, the Port is for tourists) where my grandparents lived. We would get there in time for dinner. Since my sister was 3 years older than me, she had certain privileges that I did not. Often my dad and sister would leave after dinner and head down to the boat which we had a slip for at the Nonantum Hotel to spend the night on the boat. They would go out and walk around the Port and get ice cream and cookies and have a grand ol' time, while little Jay went to bed early. Then again, Janet has always been dad's favorite in my opinion.

Early Saturday morning my grandparents, mom and I would all pile into Grandpa's little Toyota truck (again with only a bench seat) and head down to the Port for a day of sailing on our 1978 22' Ventura. More often than not, the "day of sail" would turn into a morning, as my mom didn't really have the stomach for sailing. Regardless, these were great childhood memories for me. While I never learned how to sail since I was too little, there was always a part of me that wanted to learn. My parents sold the boat not too long after that when my grandfather passed away and then we moved to a powerboat.

Let us jump ahead a few decades to this past summer, my quest to learn how to sail was still there but it had always taken a backseat to other interests. After years of listening to me, Matt Romanowski began to share my interest in learning

how to sail as well. Wouldn't you know it, but Mark Nadler was the owner of a pretty 19' Lighting wooden sailboat that his uncle and he built in the 1960's. The boat hadn't been in the water in 10 years, so it required a little sanding and paintwork. Since Matt and I both live in Manchester, we were able to secure a spot on Lake Massabesic at no charge to moor the Lighting.

Now we had the boat, a place to keep it and someone to show us how to keep it off the rocks. An added bonus is that John Dunkle of Rennlist fame and another good all around NCR guy was willing to help us. John has extensive sailing experience with racing and instructing so this was a wonderful addition to our team. In late July we put the boat in the water and I had my first sailing lesson with John. Since then the four of us have been going out once a week with Matt and I taking turns captaining the boat while Mark and John instructed. Matt and I have even been gearing up for our first outing without the training wheels (John and Mark). The four of us are planning on entering some regattas this fall and certainly next spring with the Lighting as there is some very competitive Lighting classes on Massabesic.

While I am certainly not close to being an expert, I am having an amazing time with my fellow NCR members and our only rule on the boat according to Mark is no discussion about internal combustion engines. While I don't see sailing ever taking the place of my car addiction, I have found sailing a wonderful change of pace. Either way, NCR's newest racing team may not be good, but we are certainly having a good time looking for the next "puff" of wind. Drive (or sail) safely!



Mark Watson

Please register early for the October event. This will be our last event of the season so let's make it the best one of the year...

What a great August event we had at NHMS on August 2 & 3! Although the participation was down, everyone who attended had a great time. We had a number of firsts at this event: for the first time ever, we had 100% driver sign-in for both days, we experienced no car incidences (first time in 2010 that we did not have a car incident), it was the first time we used Pro Flaggers Association for our flaggers and it was the first time we had two really good weather days. We had some great discussion at the drivers meeting and a super suggestion for the flagger at Turn 2 to help the drivers with track entry. Let's keep the momentum going for the October 11 & 12 NHMS event. Please register early as we need to get 100% participation in all of the run groups in order to meet our budget commitment to the club.

There was one incident to report and that was some bent metal that occurred in the paddock area. There is one amongst us who arrives at the track just in time to attend the drivers/instructor meeting. Given this individual's history and the fact that their garage space is close to mine, I decided to save a space for his trailer next to mine. I put my **highly visible** trailer fender in front of this space to make sure it was reserved. Everything worked out fine until the individual actually arrived and managed to not see the **HIGHLY VISIBLE** fender and ran it over. In a post event interview, the individual admitted to being distracted (waving 'Hi' to his friends and admirers) and mentioned that he saw something shiny just before hearing the noise. In the end, no real damage was done and I'd like to thank Damon Jose, Mark Nadler and Doug McInich for helping to get the fender back into shape.

I am finishing this article as Tom Harris and I sit out a rain storm at Watkins Glen. They have shut down the track for visibility reasons and we hope to get some more driving time in later in the day before making the long drive back to NH. We are attending the Metro Region event where Friday is an advanced day (open track time) and Saturday and Sunday are normal DE days.

As I mentioned at the start of the article, please register early for the October event. This will be our last event of the season so let's make it the best one of the year. It will be a long time before the 2011 spring event so max out your seat time in 2010 by attending this event.

In closing, I would like to thank all of the participants and our guests for making the Heat of Summer event at NHMS a success and I look forward to seeing many of you in October.

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

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



LOOKING BACK

Judy Hendrickson

Mid August as I write this and going through the September 1980, 1990 and 2000 *Northlanders*. What a journey down memory lane! Some months it seems there is little worth reprinting and others, like this one, there is so much. How to choose? Maybe I'm being a bit selfish or at least self-centered, but my choice for this month recalls a trip of a lifetime and one that generated many stories that are still recanted amongst the NCR faithful. I hope you will find it an enjoyable recounting of a great adventure and maybe inspire you to have your own. Another western Parade is in the offing for 2012 – not California, but Salt Lake City and far enough west to afford many great sightseeing adventures. So start planning and for now, enjoy this past adventure of Thelma and Louise, aka Judy and Ellen

my choice for this month recalls a trip of a lifetime ...

From Volume XXXI, Number 9, September 2000

"BABY, YOU CAN DRIVE MY, CAR..."

Ellen Beck, Past President

Photographs with this article are by Past President Ellen Beck.

(Note: This is the first in a series of columns describing the adventures of a cross-country trip to the Sacramento Porsche Parade. Other topics will include the Parade, Competition Driving, the People, and seeing America.)

Road trip. What a treat to drive such a marvelous 993, mile after mile, cruising along with the traffic, listening to tapes or the CB, watching America roll by. As we left New England, the character of the country changed, and the road habits differed as well. Rabbits, that's what we looked for along every highway. Not the fluffy, floppy ear type, but the car that always had to show the Porsche what it could do. Fine with me, we would just tuck in behind, and let it take the high-speed lead. We found it is always better to

be the second fastest car on the highway. Hard to believe that on the way out, in over 3,000 miles, we saw only 4 Porsches before reaching Sacramento. Judy tells me there are only 25 PCA members in all of North AND South Dakota, so that at least explains some of it.

Car Tunes. No trip is complete without music, the theme of this trip being the Beatles (our Parade car number was #9, "number nine, number nine..."). Sunny days, happy driving, singing along, it was especially fun off the beaten track and the long boring straight highways, where we would literally dance ourselves and the car along the country roads, looking for all the world like lunatics to passersby. The very best tape had been given to us by Jim Pasha, a collection of classic car songs - The theme from Route 66, "Hot Rod Lincoln", "Mustang Sally", "Low Rider" (yeah), "Whose Cadillac is That?", "You're My Vehicle, Baby", "Little Ole Lady From Pasadena", "Pink Cadillac", and of course the Beatles' "Why Don't We Do It in the Road". You get the idea. We had great fun singing along and listened to it over and over (long days). Getting near early evening we would shift over to Dave Brubeck and imagine we were sitting in an open-air jazz bar along the bay, over Tanageray and tonics (extra lime, please). Then, of course, reality would intrude.



Construction. Traffic jams, and inexplicable "brake checks", as the truckers called them, where traffic would just slow for no particular reason, sometimes for miles at a time. We saw it all, including one piece of road in Wyoming (on our way to Flaming Gorge) that suddenly became no road at all in the middle of nowhere. Mind you, this was the only route available from there to Utah, and 20 miles down it there were signs for "road construction". We quickly learned the potential significance of these signs, seen with sinking hearts hence. This particular "pre-concours" mud-hole found Judy driving (thankfully not me!), if that's what you could call our painful crawl 'round the rocks, puddles and earthmovers. I got a great photo out the windshield of that escapade; no one will believe Jellybean placed second in the Concours after that.

Western paving. My nemesis, literally a daily occurrence. "Western paving" involves the brilliant idea of oiling down say, an arbitrary 17 miles or so of perfectly good roadway then thoroughly covering it with several inches of crushed gravel. The concept is then to "pound it in". All well and good for pickups, 18-wheelers and farm machinery, but decidedly not good for pampered Porsches. This procedure frequently involves closing the opposing lane while it receives its allotment of petroleum product, with little regard for "overspray" of passing traffic. Net result: long stops, wait and wait some more, then drive in first gear for miles cringing at every rock ping in the wheel well (frequent, believe me). The level of discomfort was compounded fairly dramatically by long lines of impatient truck drivers behind and my painfully silent co-pilot...

Motor homes. They were everywhere, geesh, some were so huge the Suburbans they were towing seemed dwarfed. I was unprepared for how many were out there, but much less prepared for the truckers. Some mornings we would be the clear minority on the highway, insignificant among the giants, and merely a bump in the road. Trucker talk on the CB was an education in itself. As a middle school teacher, I didn't think there were many new terms to be learned, but... and their attitudes about 4-wheelers, well, let's just say they think we are all pretty much idiots. Surprisingly, in the Midwest and beyond, we would see trucks, at all times of the day, parked on the on ramps of the highway. Just pulled off to sleep, right on the ramp.

Trucker talk. "Hey westbound, how's it looking over your shoulder? East-bound you've got a plain wrapper just east of the bear den, at the 147 yard stick, and a big brake check at the cashbox onto 280." "Thanks, driver, you're clear to the state line..." Channel 19 is where it's at, and the hot topic is bear (as in 'Smokey') traps, followed closely by insulting stupid drivers. A plain wrapper is an unmarked car, one hopes they are holed up in the bear den (state police headquarters), everything is stated in terms of mile markers (yard sticks) and the cashbox is where you have to pay to play (tollbooth). Jellybean caused some turned heads along the way, "Did you see that ugly blue Porch, what color is that anyway?" Most truckers did not care for the color at all, but we got a few compliments, and yakked with one driver, his "other car" being a 928 S4. Truck drivers are no longer "guys", the terminology has been modernized to "drivers" by the increasing number of women truckers, though I cannot tell you attitudes towards women in general have much changed.) For the most part we just listened and learned. Funniest line, "Westbound, you need a Q-Tip?", from an irritated eastbound driver getting no response to repeated queries for traffic information...

Driving trivia. "Sometimes you're the windshield, sometimes you're the bug" brings new meaning to "country western". Yes, we were in the west and in the country, where they apparently grow them to the size of small helicopters. Squeegeeing is now nearly a fine art form, we cleaned the windshield at every stop, not that it lasted long. Different bugs, different splats, sometimes big-squishy, sometimes like going into a rain storm, and at the speeds we were sometimes traveling, the hard shelled types would startle us with a windshield cracking pop. The bug-encrusted Jellybean was well protected with racer tape, the license plate covered with Saran Wrap, and our collection would have made any entomologist proud. Seen in Wyoming, best billboard: "Championship Stud Service Available, call ___-___" with a life size picture of a substantially endowed Appaloosa stallion. And if that has inspired you to take to drink, don't bother stopping in Utah. Restaurants have separate business arrangements for food and drink, with separate waitresses at your table, separate cash registers, and they take the rules pretty seriously... No alcohol can be served without food (despite the separation in paying for them), or on Election Day of all things, don't they have any sympathy for the

voters? (Note: Things have improved in Utah since the Olympics when it comes to alcohol – there seemed little difference from the rest of the country when I was there last winter for skiing.)

Motel mania. Nearing midnight in Montana after 3 towns with nary a bed between them (only 30 miles till the next one, Judy), we finally found a place to rest our weary heads. Finally, over the border into South Dakota, we followed a motorcycle and minivan from motel to motel in search of a room, all of us frantic to get through the door first. Generally however, we had little trouble, and at least half the time managed to keep under our \$50/night budget. We had a propensity for finding cheap rooms in cities with prisons, go figure, the first being Joliet, IL (hey mom, just trying to meet some nice men...). Our food choices were creative, fast food or fast food. In California, I discovered the McSalad Shaker, after making the small boy who explained it to me feel even smaller by disbelieving him. A salad in a milk shake? Come on...really. (Do they have those in NH?)

Food in a Concours Car. Is it allowed? The first few days, we were really careful, then... it was crackers out of the box, soda bottles wedged in the door pockets, poor JellyBean. Judy would drop a crumb, I'd look sideways at her, and we'd just burst out laughing. Twelve hours or more a day in the car is really boring, and to forestall the Eat Your Way Across America Program, we would limit ourselves to one sort of treat each day. One day it would be a candy bar apiece (kept cold in the upper pocket of the cooler), the next it would be a can of Pringles (yes, the whole can), and so on. The cooler was wedged between the seats on the back hump (you have no idea how much stuff was in that car). We carefully kept a few cold beers on ice for times of serious need, though that would prove not anywhere near enough one night in Idaho.

21 States in 23 Days. States of being? States of mind? United States? All true. This being my first car trip across the country, it was easily worth the AAA Plus membership in poundage alone of travel books and maps. We couldn't wait to get rid of "California", what a boat anchor. Amazingly the clerk at a Radio Shack in Washington wanted it, where he fixed the loose wires on the CB/radar detector/cigarette lighter plug for \$1.67. Judy likes to read the fine print on maps, I can never find the right glasses. Judy likes to

read aloud all about Baraboo, Wisconsin, home of the Barnum Bailey Circus school, I am still swapping the glasses with the sunglass clip-ons, for the ones without. Plus, I was having a great time driving such a cool car. So, you can see the division of duties. I drove a lot, and loved it. Judy read to me about all the places where we didn't have time to stop (a LOT of them), and we almost felt as though we'd been there. Virtual tourists. The way out, we stopped very little, but made up for it on the return trip. More on that later...



Pumping Gas. Did you know that in Oregon, one is not allowed to fill one's own gas tank? According to a mysterious (to us) state law, the attendant must pump the gas for you. This was not what Judy had in mind, but there you go, we were in Oregon and we needed fuel. I conveniently visited the ladies room at that juncture, while you can be sure the kid at the pumps spilled nary a speck of gas on, or near, JellyBean. Speaking of fueling up, we stopped for gas 33 times, used 401.46 gallons, and paid an average of \$1.89 per gallon. The highest price was in the Midwest, not surprisingly, at \$2.21 per gallon. We drove a grand total of 8,761 miles, with an average of 21.8mpg. Our best day was just about 27mpg, however we also did the autocross and two days (2 of us driving) at Thunderhill racetrack, which changes consumption dramatically. And, you might ask, how do I know all this? Nothing if not organized, we kept a little envelope in the glovebox just for receipts. Right next to the registration and insurance papers, which will be needed a bit further along in this story...

Go Karts and Corvettes. A long boring day across IL, IN, IA, and into Nebraska. Pulling off the highway we see an enormous sign for Go-Karts, just behind the Buffalo Bill Cody Trading Post. Kewl, let's go! We pull in, wondering where we are staying for the night, but the lure of some amusement is too strong. AAA book at the ready, we book a room from

the phone in the ticket office, pay for tickets, and... Watch out. Two tracks, one a figure 8 regular kart track, the other a "slicks" roundy-round. Rotating between them, we thoroughly thrashed the locals. They barely knew what was happening, as we blew on by, dueling each other, "take THAT, Ellen!", "HA! Gotcha Judy!", laughing like idiots. When there were no more victims to trounce, we sauntered (conquering heros) out to the bright blue Bean in the gravel lot (pickup of gawking teenagers) and liberated a cold drink. Toasting each other in the fading light we smile. Sometimes being old enough to drink a beer next to your very cool car in a Nebraska parking lot is just the right age.

Oh, yes, Corvettes. Spearfish, SouthDakota, is the site of the annual Black Hills Corvette Classic. We passed through their midst between Devil's Tower and Crazy Horse, suitable in a strange sort of way. The lone Porsche among over 1,000 (count them) Corvettes, ready however, to 'spear' our prey. These people cannot drive, I swear. We would have had much more fun dicing it up with the motorcycle crowd, the Sturgis Classic being close by the next weekend. We just wanted to drive along the nice windy road, free, unencumbered, faces to the wind. Not behind whole hoards of guys-with-elbows-out-the-window, casual sports car poseurs, able to speed along on the straights then becoming brakes-on rolling road blocks in the turns. A travesty of performance driving. Hmmph. Nearly 100 miles to lunch in Deadwood, 10 cars (10!) in front of me, 8 of them Corvettes. I say to Judy, "This is ridiculous," she looks over at me and smiles, "Do it." Permission granted, captain. I start hunting them down, no apologies for intimidation (can you say Dale Earnhardt?) Two passes of 5 each, and it was done. (Did I really do that, and am I really telling you in print?) Fade to... Buffalo Bill Saloon in Deadwood, lunchtime lounging among the cowboy-booted, and listening to live Native American Indian Contemporary music

(very good, btw). We order, Bitburger Pils lager and Rocky Mountain Oysters. And why ever not? "The Women of North Country" proved we could eat them for breakfast, why not for lunch as well? (Very big grin) They were excellent. Clink.



Drive Through Tree Road. The green road sign comes into view as we motor along a winding 2-lane divided highway among majestic redwoods and rolling hills. Happily following a pair of motorcycle rabbits at a goodly clip. I'm just enjoying the very dramatic (to me) scenery and the wonderful feel of the car on the road. I briefly wonder why, since we have been driving through trees all morning, there would be such a sign, when suddenly Judy glances up from the guidebook. "Take this exit." Glance in the rearview, move right, make the exit (barely), and brake firmly – Judy has me finally obedience trained. The road narrows and literally curves around the burls of enormous redwoods, a scenic byway I think, still not getting it. Why are we taking this road, I finally query, and Judy, puzzled, explains we are on the drive-through tree road. Well, yes, I know that, but there were plenty of trees on Route whatever. "Ellen, she explains patiently, we are going to drive through a tree." Huh? OH! A tree! A tree with

a hole cut out of it! (I've never been to northern California before, feeble excuse that it is ...) All this by way of explanation of this month's cover photograph, where JellyBean and Ellen drive through their first tree.

Tribal Police. Oregon and Washington, just lovely states with scenic roads, but a long, long day of driving. We had thought to stay the night in Kamiah, Idaho, and as the sun dipped below the steep hills framing the flowing river and winding road, we were looking forward to a well-deserved rest. The 993 handles like a dream on the curves, and with the sun golden on the hilltops, it was perfectly enchanting. I passed a pickup, not speeding, but certainly faster than he could manage the corners. Our faithful Escort warned us a few miles further along, and I slowed to smile at the officer parked roadside. "Bet they don't see many Porsches out here," I'm thinking. Five or so miles on, I notice the blue lights in the rearview. Oops. Another cruiser pulls up behind. I had been feeling confident I had done no wrong, but now, uneasiness creeps in. Officer #1, "Miss, would you mind pulling over into the turn-out across the way?" Ok. Behind me, the first, and second cruiser angle in, followed by yet a third cruiser. Now we are trapped, just like on the cop shows to prevent a "get-away"... Enter the pickup, in a billowing cloud of dust. (Yikes, what now, as I try to surreptitiously peer through the rearview mirror.) Judy and I look at each other. They want the paperwork, going back to consult, State Police Officer (#3) coming back to question dates on the registration (their mistake, thank you), going back to consult some more. Finally, Tribal Police Officer #1 (this turns out to be an Indian reservation) returns, leans in the window and points his finger at me (I try not to cringe). "Miss, do you realize the COMMOTION you have caused around here? THREE cruisers, and everyone from here to MONTANA has been following this whole chase on the RADIO. (uh, cringe...) You passed an off-duty officer (the truck) going WAY too fast. I don't know where you're going, and I don't really CARE, but if you think you can keep this up, you've got another thing COMING. (more abject cringing) We're going to let you go THIS TIME, but you'd better stop creating a COMMOTION!" "Yes, sir," I manage in a small voice.

Ten miles down the road in Kamiah, we stop for gas, windshield de-bugging and composure recovery. Check the cooler, beverage alert, how can this be? The locals drink something called Moose Drool



Ale, sounds perfect, I'll take it. Cut to the lobby of a quaint log cabin motel, where I slowly turn the postcard rack as Judy registers. A bold card features the caption

"Sometimes you meet the nicest people in Idaho." The photo depicts a police officer standing proudly next to his cruiser. (to be continued next month)



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

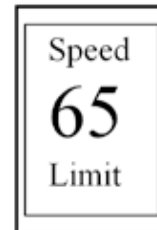
*Calling all Porsche Enthusiasts
The annual celebration of Porsches and People is near!*

Saturday, November 6, 2010
Derryfield Country Club, Manchester, NH

Social Time begins at 6:00 PM

Details to follow in the October Northlander

From The Far Side Of ...



Gary M. Levine _____

I've Seen The Future....For Real



Can you name the country:

- with a population of ~300 million,
- with the most powerful army and navy on Earth,
- with a highly centralized, efficient government,
- with diverse cultural and ethnic groups living in relative harmony,
- whose technology outclasses that of all other nations,
- where the majority of its population lives within 500 miles of its east coast.

By Geely, I bet you thought the answer is the USA. However, the answer I am looking for is The Middle Kingdom of the early 15th Century. Middle Kingdom? Well, that's how the Chinese referred to themselves during their empire's 2200 years. The First Emperor founded the Qin (pronounced "chin-" from which arose "China") Empire in 221 BCE.

Chinese civilization dates back even further to 1800 BCE, contemporary with Pharonic Egypt. So, when most of our European ancestors were short lived, tribal subsistence farmers and gatherers, the Chinese had developed a civilization with a common spoken and written language, roads, ceramics, bronze, iron, silk, gunpowder, taxes and a national currency. I am not denying that the vast majority of Chinese were feudal peasants, but they lived within a highly developed, nation state's social structure.

Dianne and I spent three weeks in China this past spring touring and visiting with our son, daughter-in-law and granddaughter. Our kids were spending the year in Hangzhou, (a "small" city of only 5+ million, 85 miles from Shanghai) where our son was researching his next book. Not to brag, but he's a leading scholar of the Northern Song Dynasty. Whereas some used to "Walk a Mile for a Camel," we flew 8000 miles to play "Itzy Bitzy Spider" and "How Big" with Sophie the toddler.

In addition to the many historic and picturesque sites that we saw, we were

amazed at modernity embedded in and often destroying the past. The Chinese have committed hundreds of billions of yuan (~6.8 to the \$) developing a modern transportation infrastructure. The highways, expressways, bridges, trains and airports are new and attractive. But, given the country's population (1.3 billion) and concentration of population in the cities (Shanghai, Beijing and Chongqing each have over 20 million people), streets, highways and public transport are crowded. China is a dynamic and exciting place. The Chinese are hard at work getting their piece of the First World Pie. As long as you don't get up on a soapbox in Tiananmen Square and complain about the government, the focus is on a version of "Charlie Wilson's rule" - the business of government is government owned business. This communist country, officially known as the PRC, is more likely the People's Republic of Capitalism.

Being the family car nut, I was interested in observing things automotive. Over the past decade, China has pretty much abandoned the bicycle and fallen in love with cars. Only in Hangzhou, considered a green city, did we find bike lanes along

the street. China now produces more cars than any other country. There are a large number of endogenously designed and produced Chinese brands. Disabuse yourself of the belief that their auto industry is primitive and primarily based on assembling knocked down imports. Although a lot of cars are imported, most of the "foreign" brands are built in China. Want to guess what the top selling brands are? Buick and Volkswagen. In the early 1990's VW shipped its abandoned Westmorland, Pennsylvania, Rabbit factory to China and began making Jettas. In addition to its full range of cars, VW also assembles and sells Skoda and Audi.

The GM-Shanghai Auto joint venture manufacturers and/or markets Chevy, Buick and Cadillac. Five times as many Buicks are sold in China as in the USA (Buick also makes a small Opel based subcompact and an SUV).

The Chinese have many home grown brands like Chery, Geely and BYD- Hey, don't they make underwear? Ten years ago, Chery (means good fortune or lucky) started from scratch by buying up an old, obsolete auto assembly line from Spain's Seat and a discarded engine line from Ford/UK to produce a car with Yugo style unreliability. They soon learned the Japanese, Korean quality game. Speaking of reliability, my quality gauge is to see what brands are tough enough to be used as taxis. In China, most cabs are Hyundai Excels or VW Santanas (sort of a Jetta with a huge trunk). Most cabbies in the big cities are recent immigrants from the countryside, well meaning, semi literate and with a driving style that features a lot of clutch slip and upshifts at 1500 rpm. They are clueless to where most things are located. However, you can go quite a way getting lost on the initial 10 yuan fare.

Geely, originally a maker of refrigerators and then motorcycles, started out building a Daihatsu Charade clone called the Xiali that, in its fifth generation continues to be an inexpensive entry level car and taxi favored in the hinterlands. Geely exports to Europe and Australia. The most noteworthy fact about Geely is that it just bought Volvo from Ford for a song (\$1.6 billion).

BYD probably is the largest company you never heard of. Their approach to car development focuses on disassembling and reverse engineering an import such as a Toyota Corolla and producing a flagrant copy with cheap labor (a lawsuit is pending in the World Court). They are the #3 Chinese car maker, #1 battery

maker and recently sold a 10% interest to Berkshire Hathaway. Seems that ol' Warren Buffett was impressed with their plans to build inexpensive hybrids and export batteries for hybrids.

There are many other smaller companies that have formed joint ventures, licensing and assembling foreign brands such as Dongfeng (Nissan, Honda, Kia), FAW-Toyota and Chang'An (Suzuki, Ford, Mazda). Walking through the market in Chongqing, I encountered an MG. The brand (as well as Rover) was purchased by Nanjing Motors and is sold in China and the UK. I wonder if they start during rainy season?

Where there is wealth, you find expensive imports despite the high import duties and a VAT that doubles the price of imports. The current rage is for Audi -- the A6 is the most coveted official limo, many with the 2.0T engine. Communist Party cadres and People's Army officers and businessmen prefer their cars black with tinted windows. I spotted an S8 parked outside a plush restaurant. China also is flush with A4s.

Yes, Virginia, I did see some Porsches! On our first sleep deprived morning stroll from our Shanghai hotel, I saw a pair of Cayennes. A few blocks away in the French Concession, home to many expats, I encountered a gaggle of BMW 3 and 5 series and several Mercedes C and E class sedans. One unforgettable scene was seeing a BMW 5 series parked within the government sanctioned Beijing Lama Buddhist temple. I missed taking a shot of 4 orange robed monks driving off at closing time.

Porsche sold about 10,000 cars last year in China, about 10% of production. The Cayenne apparently is the best selling Porsche in China. Porsche recognizes China as an important market, having world premiered the Panamera in Shanghai. Over the course of three weeks, I eyed several new 911's and a single Cayman. I also saw a few Ferraris and Maseratis. I never did find the Porsche dealership in Shanghai, but the Ferrari dealership was near our Beijing hotel. Prices started at about \$400,000. The 5+ star Peninsula Hotels in Shanghai and Beijing provide high end limos for their VIP guests; each hotel equipped with a half dozen BMW 740iLs and a pair of Roll Royce Phantoms. In British Racing Green, of course. Somehow, I couldn't convince the concierge that we were important enough to warrant a ride to the airport in one of the Rollers. We settled for a ratty Hyundai taxi.

If I have whet your interest, Google the China Car Times for more information about the world's largest auto industry. I also highly recommend reading Peter Hessler's book Country Driving for a fascinating look at driving and living in China.



Photographs by Dianne Levine

Page 17: A nice town car

Above: Gary poses beside a local 911 and

a local young man considers a trade in for a more exotic ride.

NCR Autocross #3

July 17, 2010

Photographs by Meaghan Wood



The 904 is a Beck Replica owned by NER member Akira Mochimaru.



Photographs of Autocross #3 by
Meaghan Wood ...
more photographs at
www.ncr-pca.org



NCR Autocross #3—July 17, 2010

Novice Porsche (PAX Indexed Class)				AM	PM	Total	PAX
1T	S7	Llev Tabenkin	1996 911	81.107	74.926	156.033	127.947
2T	M4	Akira Mochimaru	2009 904 Replica	72.754	70.734	143.488	128.708
3T	S8	Marc Polk	2002 C4S	78.130	78.710	156.840	129.549
4T	S9	Michael Bickford	2010 GT3	87.003	73.626	160.629	133.643
5T	S8	Alexander Orr	2005 997S	84.798	80.618	165.416	136.633
6	S2	Alex Freedman	1987 924S	84.629	86.815	171.444	137.498
7	P4	Brian Halbert	1990 944 S2	80.485	84.713	165.198	138.766
8	P6	Michael Gold	1993 RSAmerica	88.445	76.877	165.322	138.870
9	I2	Andrew Fenn	1984 944	82.955	80.609	163.564	139.520
10	P6	Taro Gold	1993 RSA	87.421	82.945	170.366	143.107
11	S8	Meaghan Wood	2006 Cayman S	89.364	87.015	176.379	145.689
12	S6	Michael Gratton	1993 911 C2	98.209	98.581	196.790	159.990
13	P6	Dan Mayer	1993 RS America	81.089	DNF	DNF	-

Strict Stock (PAX Indexed Class)				AM	PM	Total	PAX
1T	S7	Ernest Grasso	2001 Boxster S	74.206	74.217	148.423	121.706
2T	S8	Guile Wood	2006 Cayman S	76.810	74.811	151.621	125.238
3T	S8	Ron Orr	2005 997S	76.959	74.934	151.893	125.463
4T	S9	Eric Liu	2006 Carrera S	78.665	74.709	153.374	127.607
5	S9	Andrey Petrovsky	2007 997TT	80.464	75.653	156.117	129.889
6	S2	James Fenn	1986 944	83.027	81.525	164.552	131.970
7	S2	Derek Perry	1986 944	90.116	85.432	175.548	140.789
8	S7	Jack A. Saunders	1995 993	98.428	85.737	184.165	151.015

Production 2				AM	PM	Total	PAX
1T		Joe Kraetsch	1988 924S	69.311	69.745	139.056	115.277
2T		Lisa Roche	1988 924S	72.613	71.313	143.926	119.314
3		David Case	1987 944	72.180	71.905	144.085	119.446
4		Bill Aubin	1984 944	77.571	72.374	149.945	124.304

Production 3				AM	PM	Total	PAX
1T		Mark Schnoerr	1974 914	68.969	67.722	136.691	114.820
2T		Sigrid Schnoerr	1974 914	69.985	69.071	139.056	116.807
3		Chris Darminio	1976 914	71.512	69.102	140.614	118.115

Production 4				AM	PM	Total	PAX
1T		Georges Rouhart	1993 968	69.636	68.105	137.741	115.702
2		Neil Halbert	1990 944S2	74.236	72.057	146.293	122.886

Production 6				AM	PM	Total	PAX
1T		Robert Canter	1984 Carrera	72.088	70.538	142.626	119.805
2T		Todd Coon	85 911 Targa	73.059	70.581	143.640	120.657
3T		Chris Lovell	1986 911 Carrera	74.733	70.237	144.970	121.774
4		Chris Ryan	1976 911S	73.331	72.614	145.945	122.593
5		Jeff Johnson	1987 911 Carrera	77.029	71.538	148.567	124.796
6		James Wogan	1993 RS America	80.908	77.705	158.613	133.234

NCR Autocross #3—July 17, 2010

Novice Porsche (PAX Indexed Class)				AM	PM	Total	PAX
1T	S7	Llev Tabenkin	1996 911	81.107	74.926	156.033	127.947
2T	M4	Akira Mochimaru	2009 904 Replica	72.754	70.734	143.488	128.708
3T	S8	Marc Polk	2002 C4S	78.130	78.710	156.840	129.549
4T	S9	Michael Bickford	2010 GT3	87.003	73.626	160.629	133.643
5T	S8	Alexander Orr	2005 997S	84.798	80.618	165.416	136.633
6	S2	Alex Freedman	1987 924S	84.629	86.815	171.444	137.498
7	P4	Brian Halbert	1990 944 S2	80.485	84.713	165.198	138.766
8	P6	Michael Gold	1993 RSAmerica	88.445	76.877	165.322	138.870
9	I2	Andrew Fenn	1984 944	82.955	80.609	163.564	139.520
10	P6	Taro Gold	1993 RSA	87.421	82.945	170.366	143.107
11	S8	Meaghan Wood	2006 Cayman S	89.364	87.015	176.379	145.689
12	S6	Michael Gratton	1993 911 C2	98.209	98.581	196.790	159.990
13	P6	Dan Mayer	1993 RS America	81.089	DNF	DNF	-

Strict Stock (PAX Indexed Class)				AM	PM	Total	PAX
1T	S7	Ernest Grasso	2001 Boxster S	74.206	74.217	148.423	121.706
2T	S8	Guile Wood	2006 Cayman S	76.810	74.811	151.621	125.238
3T	S8	Ron Orr	2005 997S	76.959	74.934	151.893	125.463
4T	S9	Eric Liu	2006 Carrera S	78.665	74.709	153.374	127.607
5	S9	Andrey Petrovsky	2007 997TT	80.464	75.653	156.117	129.889
6	S2	James Fenn	1986 944	83.027	81.525	164.552	131.970
7	S2	Derek Perry	1986 944	90.116	85.432	175.548	140.789
8	S7	Jack A. Saunders	1995 993	98.428	85.737	184.165	151.015

Production 2				AM	PM	Total	PAX
1T		Joe Kraetsch	1988 924S	69.311	69.745	139.056	115.277
2T		Lisa Roche	1988 924S	72.613	71.313	143.926	119.314
3		David Case	1987 944	72.180	71.905	144.085	119.446
4		Bill Aubin	1984 944	77.571	72.374	149.945	124.304

Production 3				AM	PM	Total	PAX
1T		Mark Schnoerr	1974 914	68.969	67.722	136.691	114.820
2T		Sigrid Schnoerr	1974 914	69.985	69.071	139.056	116.807
3		Chris Darminio	1976 914	71.512	69.102	140.614	118.115

Production 4				AM	PM	Total	PAX
1T		Georges Rouhart	1993 968	69.636	68.105	137.741	115.702
2		Neil Halbert	1990 944S2	74.236	72.057	146.293	122.886

Production 6				AM	PM	Total	PAX
1T		Robert Canter	1984 Carrera	72.088	70.538	142.626	119.805
2T		Todd Coon	85 911 Targa	73.059	70.581	143.640	120.657
3T		Chris Lovell	1986 911 Carrera	74.733	70.237	144.970	121.774
4		Chris Ryan	1976 911S	73.331	72.614	145.945	122.593
5		Jeff Johnson	1987 911 Carrera	77.029	71.538	148.567	124.796
6		James Wogan	1993 RS America	80.908	77.705	158.613	133.234

Autocross #3 results
continued on page 36 ...

NCR Autocross #4

August 7, 2010

Lew Surdam



Unlike DE, time is what Autocross is all about, and there is precious little of it during the event. You are either in your car waiting to be released onto the course or working at a "station" somewhere on the course monitoring and reporting the progress of the competitors. Forget about a sandwich, no time. But what a blast! Very safe, very fast and those cones take a pasting. Toni and I arrived as first timers and were warmly greeted by familiar faces we love.

Earlier this summer at NHMS, I was speaking with Joe Kraetsch and remembered something he said: "Autocross will improve your performance on any track, especially unfamiliar ones." With this dependable recommendation, we immediately signed up for the August 7th AX outing at Fort Devens, a 4800 acre retired Army Base less than 90 minutes NW of Boston.

In the grand scheme of things it seems one should experience autocross first before moving up to Driver Education, much the same way rock climbers hone their skills on large boulders before they move up to huge cliffs. The AX course is very technical and can be taken at high speeds with experience. In my case I found it challenging to look ahead a few gates in order to set up for the next few maneuvers and at the same time drive fast and stay within the defined course.

By the time I slowed down enough to see where to aim the car I might as well have been coasting down a street looking for a particular house number. Toni found this amusing as she had no such difficulty (in general she has superior navigational skills) and immensely enjoyed her first AX outing, as I did.

The people at the event were also a delight and we made many new friends in the short span of eight hours. Jack Saunders showed up in his new ultra sharp black C4 with polished chrome wheels. What an example he sets for us guys in our mid sixties! From my work station in the final slalom to the finish, Jack looked very good all day. From that same vantage point where some drivers pushed hard (too hard in some cases) to scrape a half a second off their best time, I was able to study what happens when you exceed that sweet edge of adhesion to the asphalt. Wild, noisy spinouts that were harmless to both car and driver were the usual result. But I quickly learned not to be too distracted by the action and pay attention to the job of quickly resetting the cones and calling in the car number and how many cones were disturbed.

Our neighbor in the paddock drove a Cayman and after we had chatted for a while he offered me a ride on the course. The car was stock with street seats and

3 point harness, and the driver, Jeremy, drove the course brilliantly at insane speed. It was big fun, but holding on in the passenger seat with limited restraints was a struggle.

I can't say that I had fun all day, out of nine runs I think I drove off course a discouraging six times. Like DE, it is all about seat time and beginners should be aware of that. The parts of the course I was comfortable on were very exhilarating and lots of fun. At the end of the day we all convened at nearby JP O'Hanlon's where the draught beer flowed and the fun continued. I shared a plate of food with my buddy, Lisa Roche, who really excels at this sport. We were running in the same grid so unfortunately I could not get a ride with her as an instructor. But maybe next time in September.

Lisa and Joe orchestrated this mind boggling event smoothly and professionally. Complex groups, subgroups, class, grids, two driver cars, novices and more need to be arranged into a smooth flow onto the course while recording the details of each car's run. And best of all this day, we drove in t-shirts and shorts on one of the nicest summer days I remember. I hope everyone who reads this and has never sampled Autocross will give it a try at least once, it's great training and a legitimate end in itself.



Dennis Mascetta



Unidentified renegade.



Akira Mochimaru



Above: Ollie Lucier

Page 22: Lew Surdam.

Photographs of Autocross #4 by
Meaghan Wood ...
more photographs at
www.ncr-pca.org

NCR Autocross #4—August 7, 2010

Novice Porsche (PAX Indexed Class)				AM	PM	Total	PAX
1T	S8	Gerard Mauvis	2003 911C4S	70.526	67.954	138.480	114.384
2T	S6	Reid Van Gorder	1990 964	72.072	72.312	144.384	117.384
3T	S9	Michael Laurent	2010 9974S	73.383	70.869	144.252	120.017
4T	S8	Marc Polk	2002 C4S	77.740	71.164	148.904	122.994
5T	S8	Meaghan Wood	2006 Cayman S	78.606	75.728	154.334	127.479
6	S9	Chris Carter	2005 911 S	80.988	74.190	155.178	129.108
7	M4	Dennis Mascetta	1987 911	72.647	71.589	144.236	129.379
8	M4	Akira Mochimaru	2009 904 Replica	72.894	72.088	144.982	130.048
9	P7	Toni Surdam	1995 993	79.524	76.812	156.336	132.416
10	S8	Robert Mauvis	2003 911C4S	90.642	85.003	175.645	145.082
11	P7	Lew Surdam	1995 993	95.394	80.751	176.145	149.194
12	S9	Henry Michie	2010 997.2 4S	DNF	77.166	DNF	-

Strict Stock (PAX Indexed Class)				AM	PM	Total	PAX
1T	S8	Christopher Fahy	1999 911	67.812	66.882	134.694	111.257
2T	S9	Michael Bickford	2010 GT3	68.294	67.602	135.896	113.065
3T	S9	David Grant	2007 GT3	69.002	72.041	141.043	117.347
4	S8	Guile Wood	2006 Cayman S	70.427	71.906	142.333	117.567
5	S8	Benjamin Chang	1999 75/82	74.957	71.429	146.386	120.914
6	S7	Jack A. Saunders	1995 993	87.876	88.745	176.621	144.829

Production 2				AM	PM	Total	PAX
1T		Lisa Roche	1988 924S	66.814	65.642	132.456	109.806
2T		Joe Kraetsch	1988 924S	66.367	66.518	132.885	110.161
3		David Case	1987 944	68.143	66.519	134.662	111.634

Production 3				AM	PM	Total	PAX
1T		Mark Schnoerr	1974 914	65.452	64.700	130.152	109.327
2T		Sigrid Schnoerr	1974 914	68.391	67.351	135.742	114.023
3		Jake Moreau	1974 914	70.942	69.413	140.355	117.898

Production 4				AM	PM	Total	PAX
1T		Georges Rouhart	1993 968	66.435	65.400	131.835	110.741
2		Betsy Rouhart	1993 968	76.213	75.147	151.360	127.142

Production 6				AM	PM	Total	PAX
1T		Robert Canter	1984 Carrera	67.254	67.298	134.552	113.023
2T		Chris Ryan	1976 911S	68.949	68.283	137.232	115.274
3T		Jeff Johnson	1987 911 Carrera	70.693	69.766	140.459	117.985
4		George Skaubitis	1993 RS America	73.695	72.531	146.226	122.829
5		Christine Skaubitis	1993 RS America	76.595	77.391	153.986	129.348

Production 7				AM	PM	Total	PAX
1T		Oliver Lucier	1998 Boxster	62.005	60.730	122.735	103.956
2T		Ryan Harrington	2007 Cayman	64.538	63.643	128.181	108.569
3T		Chris Jacques	2001 Boxster	64.974	63.812	128.786	109.081
4		Jeremy Mazzariello	2007 Cayman	65.845	63.554	129.399	109.601

5		Barb Jacques	2001 Boxster	71.880	71.438	143.318	121.390
---	--	--------------	--------------	--------	--------	---------	---------

Production 9				AM	PM	Total	PAX
1T		Hank Wallace	2007 997C2S	63.571	62.652	126.223	108.551
2		Susan Kelley	2007 997 C2S	71.947	69.165	141.112	121.356

Improved (PAX Indexed Class)				AM	PM	Total	PAX
1T	I5	Stephen Lefebvre	2007 997C2S	62.878	60.409	123.287	106.889
2T	I3	Mark Skala	1970 914-6	62.707	62.093	124.800	107.078
3	I6	Charles Stromeyer	1997 993 turbo	63.152	61.901	125.053	108.921

Modified (PAX Indexed Class)				AM	PM	Total	PAX
1T	M4	Ron Mann	1970 911	65.212	62.297	127.509	114.375
2	M3	Judy Hendrickson	1973 914-6	70.750	68.711	139.461	124.120

Top Times Of Day	Time	Class	#	Driver
Raw time	122.735	P7	34	Oliver Lucier
PAX	103.956	P7	34	Oliver Lucier



Three Rivers Run, August 15, 2010

David Churcher



Crossing the first of three rivers .. a line of Porsches. The NCR organizers of the event supplied great weather for us.

Why is our editor writing the story of the Three Rivers Run?

Our method of selecting a writer to cover an event is usually based on a "winner". But this being a non-competitive event there was no "winner" to select. Jim Gratton devised a clever plan. He had a waiter at Weathervane write a number between 1 and 20 on a piece of paper and fold it up. He then had each NCR participant select their own random number between 1 and 20 and then compared the choices to the "hidden" number. August 14 was my birthday and I was still in a celebratory mood so I chose 14 ... and thereby became the writer.

Our run began with the usual NCR social gathering and greetings before the drivers' meeting. I am always moved by the clear and obvious enthusiasm and friendship between our members. However, Sabrina looked a little confused ... perhaps she thought this was another Ice Cream Run.

The drivers' meeting was a minimum of instructions: essentially we were given the route, warnings of construction zones, proposal we "follow the leader", and have a good time. We had 20 people and 10 cars: Wanda Banks and Sam Ketchum,

Judy and Lyn (my sister), Jay and Janet, Jaime and Jackie (Davidson), Hank and Ivy, Jim and Deb Gratton, myself and Gene Kievit, Edgar and Nancy, Lisa and Joe, Jack and Bob Sauer. I think we have everyone listed.

Lyn Maczuga ... my little sister ... has been visiting the USA and she was pleased to add a Porsche social event to her recent visit to DE at NHMS. Lyn and Judy had met before, in Tasmania, on that memorable trip Judy and I made a few years ago. There is something very special about meeting up with friends half way around the world and then spending time reminiscing about the time shared on the other side of the world. They did. And Lyn shared a ride with Judy and Sabrina in the 356. If my little sister did not already appreciate her big brother's fascination with Porsches, and Porsche people ... she does now.

Due to my current desire to avoid driving as much as possible I was able to get a ride with Gene Kievit. Gene and I have been colleagues a while now but we never have had the chance to chat at length. So we did. And, gee, we discovered we both have a love for Italy, wine, food and machines. The conversation rolled on. We compared trips and meals and wine. I

was happy until Gene revealed his coming trip and then I was quite envious. I asked if I could go with him. He said I could ... Porsche people, you know ... maybe next time.

Our first stop was in Maine at the Hamilton House. This beautiful mansion indicates life, for a few, was very nice in the 18th century. The next paragraph is a quote from the Hamilton House web site:

Shipping merchant Jonathan Hamilton built this striking Georgian mansion c. 1785. Its picturesque situation on a bluff overlooking the Salmon Falls River made it an ideal location for Hamilton's shipping business and, more than a hundred years later, for the summer retreat of Emily Tyson and her stepdaughter Elise.

Today, Hamilton House reflects the occupancy of the Tysons in the early twentieth century and is recognized as one of the region's quintessential Colonial Revival-style country estates. The house features two whimsical murals commissioned by the women as well as antique furnishings and handcrafted decorative arts they collected. The elaborate perennial garden, with its

charming garden cottage, provides visitors with a place to stroll and picnic overlooking the river.

Our tour continued through Maine and the current lush green countryside. Someone mentioned how great this would look in fall colors and was scolded for mentioning the end of summer. Lyn was moved to comment to me later what a beautiful part of the world this is ... similar to Tasmania. I replied saying that if I could not live in Tasmania I might as well be here.

In conclusion I offer the following three humorous observations:

During the early greetings Jack noted this was not a rally but perhaps he and I might still maintain our reputation of coming in last. And, indeed, although I was not in Jack's car ... he managed to miss that last right turn in to Weathervane and headed off toward Portsmouth. Two lovely ladies (Jaime and Jackie) saw the dilemma and followed Jack and brought him back to the spot. So, Jack ... our reputation is intact. Thanks, mate.

This is New England and it is lobster season. A few of our group chose to celebrate the season with lobster rolls but one of our party decided to go the whole lobster. Our member was reminded by her partner a lobster is "expensive." But his selection, a lobster roll, arrived and cost five cents more than the lobster! Sometimes a gentleman simply cannot win.

And for a final humorous note: Jaime and Jackie decided to do some power shopping in Kittery. Jay was not interested in shopping and the only ride back to the Volvo was in DERTUB with Judy, Sabrina, and Lyn. I don't think the roll bar rule was achieved. (see photo)

Another great NCR event ... thanks, Deb and Jim.



Photographs from Hamilton House and at The Weathervane.

Photograph at left, and two immediately above, by Jack Saunders ... other photographs by David Churcher.



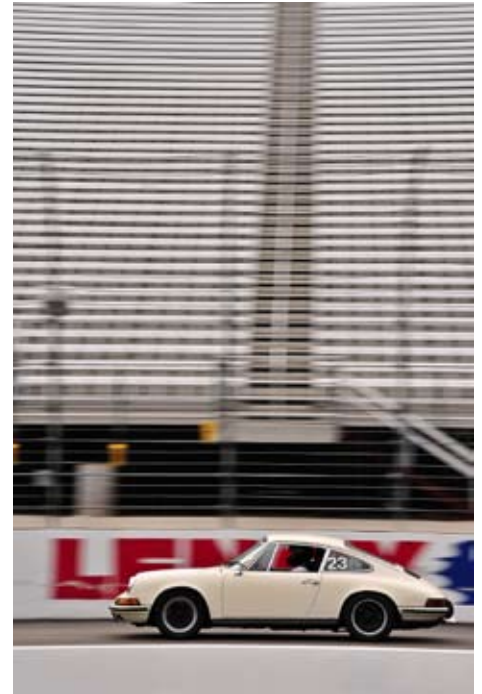


Judy Hendrickson's 356 at Hamilton House August 15, 2010. Photograph by David Churcher



**DE
IN THE
HEAT
OF THE
SUMMER**





Page 30: Charlie Kanavas and his GT3RS provide an excellent example of fun in the sun.

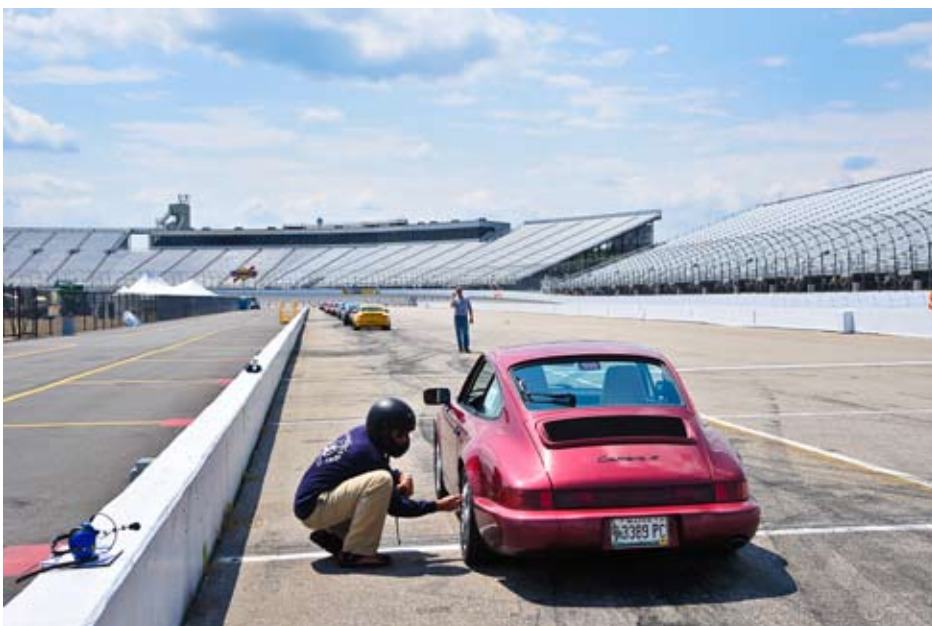


Page 31: clockwise from top left ... Richard Anderson's GT3 heading out to the track.

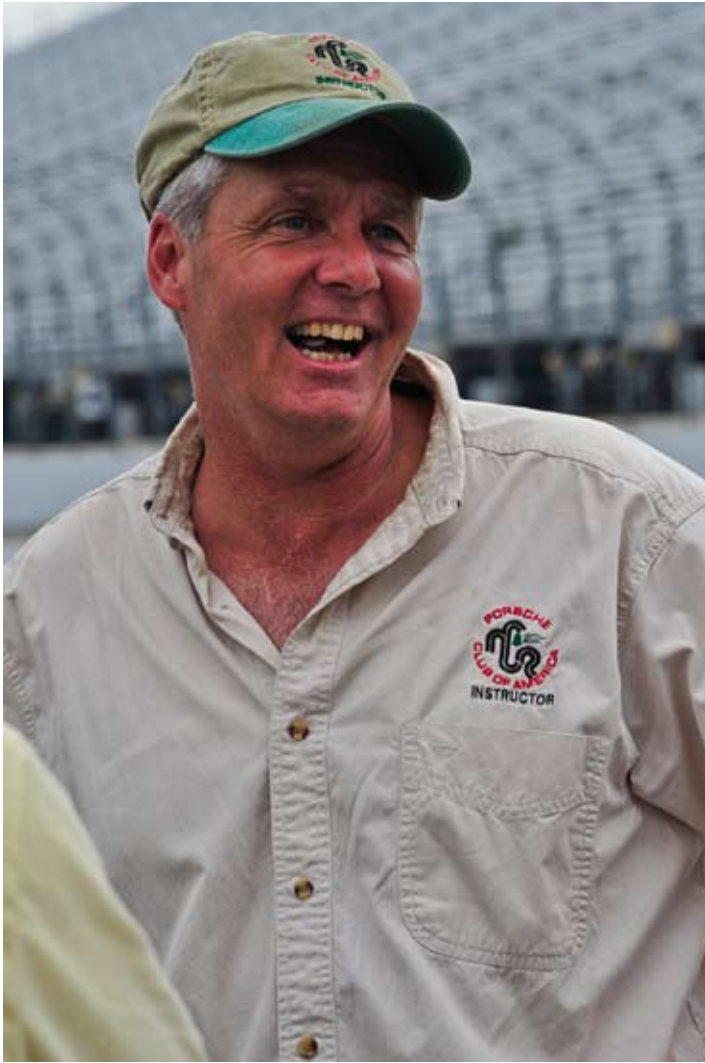
Blair Talbot demonstrates "momentum" and how to catch faster cars.

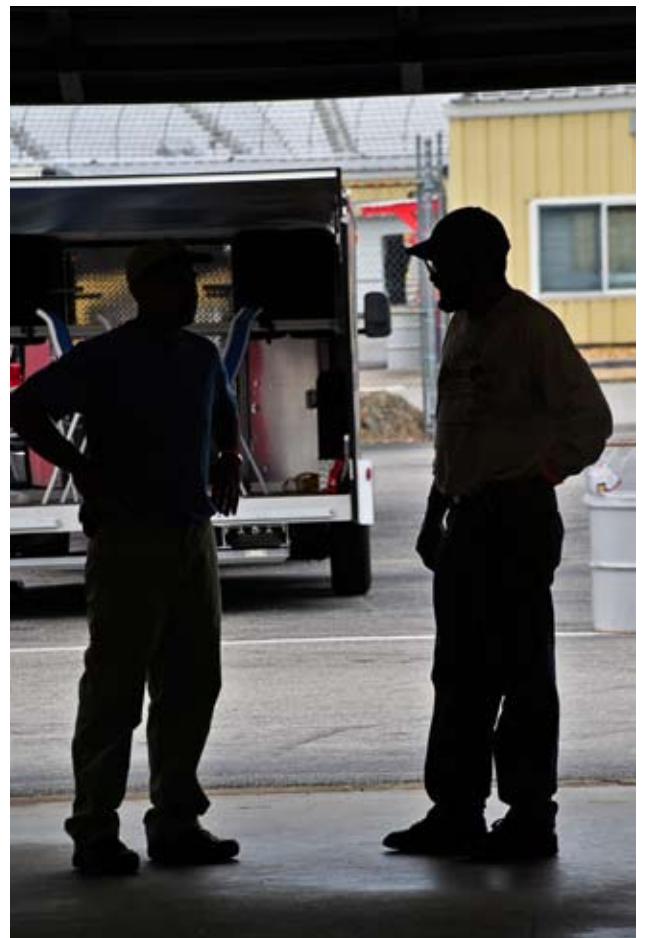
Checking tire pressure before going out.

Mark and Ed ... enjoying the sunshine.



Photographs by David Churcher





Page 32: clockwise from top left ...
 John Dunkle clearly enjoying the day.
 Robert Kelliher's GT3 Cup.
 Jay Gratton ... at speed.

Page 33: clockwise from top left ...
 Richard Anderson, GT3.
 "The Shadows" ... Paul and Blair.
 Jim Gratton, Lew and Toni Surdam.

Parade 2010

Sean Reilly



How I “won” the rally and fought the battle of St. Charles

My Porsche experience began many years ago as most of ours began: a dream. For my 14th birthday I was given a book about the 911, written by Michael Cotton, and for every subsequent birthday, I always would wish for a 911 when blowing out the candles on my birthday cake.

Four years ago as I was approaching my 40th birthday and due to family influence, my father owns a 1965 356C and brother a 1986 944 turbo, I finally decided to make the 26 year dream a reality. My first choice would have been a 70-73 911S but by the mid 2000's those cars were way out of my price range; so I settled on best and most affordable classic 911; the SC. My brother told me about the perfect car after picking up an issue of *Auto Trader* at a store. After talking to the owner and negotiating a price for the car over the phone, I sent a perfect stranger a check for a \$1000 deposit and booked airfare

to Wisconsin. Porsche's are the closest thing to drug addiction that I have ever experienced in my life. Needless to say the car was exactly what I was looking for. Sunroof, unique color, optional Fuchs wheels, chrome trim, Nevada car, and because of the high mileage (150,000) the price was right. Thus began my 911 odyssey of the last four years.

Numerous upgrades, many social gatherings, a DE event, movement from the Green Mountain region to North Country and most importantly pure driving pleasure, brought me to my desire to attend a National show. When I found out that this year's event was going to be hosted in the Chicago area I said to myself, I can do this and do it cost effectively. After discussing the event with the family, I gleefully registered for Parade 2010 on the first day of registration. The appeal to Chicago was that my wife's family lived about an hour away in Highland Park, and I could stay with family to keep costs down. The next order of business was the trailer. I briefly thought about

driving the car, but my father offered to give me his five year old aluminum Featherlite Trailer. After the challenge of picking up, transferring ownership and registration was complete, I next moved to the tow vehicle, my wife's family hauler, a 2004 Honda Pilot with 145,000 miles on it. After multiple trips to U-Haul, and a complete lack of confidence in their work, the brake booster and proper wiring harness were installed. I was ready to roll, except for the fact that I had never loaded a car on a flat bed trailer. I made the smart decision; instead of asking for my wife to help, which I was confident would have negative repercussions, I called my fellow car nut friend Ed Clark, to help get the car on the trailer. Glad I made that call. The first problem was the approach angle; we need wooden 2x8's to extend the ramps so as not to damage the front apron of the car. Once up on the trailer we began to ponder how to secure the straps to the trailer. Suspension points and body hooks seemed much too weak. We were not feeling good about

the 3000 mile round trip. Ed called his dad from my driveway and his father asked if the wheels had big enough openings to put the straps through. Being Fuchs, he replied yes. Problem solved. Trailer straps secured the car through the wheels; I was off to Chicago and Parade 2010.

Not wanting to make the trip alone, I coaxed my 11 year old son Aidan to make the trip with me. Told him it was an adventure. Our plan was drive straight through to Chicago in one day. The motivating factor was that we had plans to see the hapless Cubs play a day game at hallowed Wrigley Field the next day. The trip I thought was going to take 16 hours turned into an almost 20 hour white knuckle experience. 55 miles per hour for half the trip, until I determined that this was way too slow for Ohio and Indiana. \$60 dollars in tolls made me feel like I was paying for the American Highway Recovery Act. The challenge was downtown Chicago at 11pm on a holiday night. Besides the cars moving at 80-90 mile per hour through the city, the worst part was the superbike motorcycle gangs buzzing by at triple digit speeds while performing acrobatic tricks on the back of their bikes. My 11 year old co-pilot slept through the whole experience. Needless to say, my nerves were fired upon arrival to my mother-in-law's house at midnight.

Friday was a much needed respite from the trip out. My brother-in-law, Brian, and his son were gracious hosts as we negotiated the train to and from Wrigleyville. Public transportation was awesome after the trip out! The weather, the crowd and the atmosphere were incredible; too bad the Cubs pitching imploded in the 8th inning to surrender 8 runs. Game over, Cubs loose.

Saturday was registration and opening party night. My mother-in-law helped me get the car off the trailer; I think she promptly went inside and made herself a gin and tonic after that experience. Needing to wash the car, I coaxed my mother-in-law into passing her garden hose over a fence and down to the lower garage level, where I quickly washed the car, before anyone noticed that it was blocking the entrance to the parking garage. I then swung the car around front for the final detailing before cleaning myself up and heading off to registration. As I was finishing waxing the last quarter of the car around the passenger mirror I bumped it and it fell off in my hand. There it was dangling from the car by the electric motor wires. I wanted to cry, but the 20 hour drive motivated me to try and fix the mirror to complete the odyssey of

St. Charles. Lacking a proper set of Allen wrenches, I somehow after an hour of frustration, used a Jedi mind trick to will the mirror back into place on the car and hoped it would hold for the round trip to St. Charles and back; it did.

Pressed for time because registration was closing for the day, the trip took 30 minutes longer than expected. No superhighway to whisk me there, only two lane roads with what seemed like 100 traffic lights and multiple toll booths in 95 degree heat while driving the '78 911. Needless to say I was watching the oil temp gauge more than the speedometer. Was the upgraded 28 tube brass oil cooler going to pass the mustard? It did, with the temp not going past the $\frac{3}{4}$ mark, but still too hot for a car that was used to being driven in the mountains of Vermont. Air conditioning, who needs it! I arrived to register with only 20 minutes to spare and in need of another shower. The people at the registration tables were extremely helpful given the fact that it was so late in the day. After finally collecting my goody bag (it felt more like trophy won than a collection of cool stuff after the day I had had) I went to the parking lot to chill out and wait for my mother-in-law to arrive with my son and nephew.

Standing in the parking lot, talking to another Porsche owner, we both stopped and stared at the same car pulling into the parking lot; a 2005 Carrera GT. Low and behold the owner decided to park his car next to mine. Quite a contrast in ownership cost; \$11,000 versus \$500,000. The owner was incredibly nice, fielding questions from a half dozen Porsche owners drooling over the car. He even let me sit in the car while a fellow Parade member snapped a picture. A photo for the background of my computer! I called my mother-in-law to check on her progress and she was running an hour late. That just gave me more time to check out the cars in the parking lot. She finally arrived and was all wiggled out. It seems my son had broken the rear window on her 3 series BMW. He in fact had not, but the motor had failed, leaving the window down until she would be able to take the car to the dealership on Monday.

We regrouped and boarded the bus to the opening party. The highlight for me was seeing other fellow North Country members, for my mother-in-law meeting some great people, including someone that knew her son-in-law. For my 11-year-old it was the new 2011 Cayenne S. Dad, this should be our next family vehicle. No concept of the sticker price in the mid \$80,000 range.

Sunday being the 4th of July, was spent in the morning with my son at the Concours event while my mother-in-law extracted my wife and daughter from the airport. The afternoon was highlighted by friends and family barbeque and me falling asleep and missing fireworks for the first time in recent memory.

Monday was the driving tour that I had planned for my wife and myself as a respite from the family. The tour and lunch were great. It was awesome to see over 100 Porsches in the parking lot for lunch but the best thing was the people. We up struck conversations with people from all over the country the common bond being the car. Just before lunch we met a couple from Iowa. During lunch we found out that he had just retired after 40 years of being a dentist and the first thing he wanted to do for his retirement was attend Parade 2010.

This brings me to Tuesday and my reason for being asked to write this article for *Northlander*: the Gimmick Rally. Being a lover of trivia and history, I was excited to sign up for the event, but chose my co-pilot carefully. Not my wife of 20 years, but my brother-in-law, who had lived in the Chicago area his whole life. Being late to registration on Saturday provided me with the absolute latest possible starting time, not a benefit for a Gimmick Rally. With the temperature hovering around 95 degrees we sent off on our Journey through Illinois farm country, directions and questions resting in the hand of my brother-in-law. The well conceived route took us through St. Charles and then in to the heart of corn country along the Lincoln Highway to Decatur, home of Northern Illinois University. The first paved highway that was built in 1913. The history and change of scenery were a welcome change to a person who had spent all of his life in New England. We were able to answer a good deal of the questions along the route while stopping and making numerous illegal turns to try and find answers to the questions whose clues we had driven past. It took two and a half hours to make to the turnaround and halfway point of the rally. We realized we had an hour and half to answer the last half of the questions and make it back before the questions were due to be turned in. Not good time management. I do not know if it was confidence or sense of urgency, but we seemed to be able to answer more questions in half the time as our trip out. The last half back to the

...continued on page 37 ...

JERSEY SHORE REGION Porsche Club of America

Invites you to attend our fiftieth anniversary celebration on Sunday October 10, 2010 (10.10.10)

This will be a day long event with several events planned:

- A gimmick type rally intended to be a fun event
- Our annual "Unique Concours"
- A low speed driving skill event (tentative)
- A technical quiz to test your Porsche knowledge

Prizes will be awarded to winners in each event. In addition all entrants will receive a souvenir memento.

There will also be a display of Porsche cars from past to present so you see the evolution of the breed.

In addition we are planning a charity auction. If you have something you would care to donate please contact Bill Casey email spdst@verizon.net. We have chosen Family Resources Associates of Shrewsbury NJ as the charity. They have helped two of our members. For more info go to http://www.frainc.org/make_a_difference/donate.html

There will also be our famous Oktoberfest German food and beer available.

To register go to www.clubregistration.net Registration closes September 30, 2010-no late registration.

Autocross #3 results ... continued from page 21

NCR Autocross #3							
Production 7				AM	PM	Total	PAX
1T		Oliver Lucier	1998 Boxster	67.930	66.670	134.600	114.006
2T		Jeremy Mazzariello	2007 Cayman	70.040	67.247	137.287	116.282
3T		Chris Jacques	2001 Boxster	70.917	68.236	139.153	117.862
4		Robert Yomtov	2001 Boxster	75.830	77.931	153.761	130.235
5		Barry Yomtov	2001 Boxster	79.844	75.254	155.098	131.368
6		Barb Jacques	2001 Boxster	82.869	76.759	159.628	135.204
Production 8				AM	PM	Total	PAX
1T		Paul Atkin	2006 997 C2	69.468	69.702	139.170	118.851
Production 9				AM	PM	Total	PAX
1T		Susan Kelley	2007 997 C2S	74.061	73.535	147.596	126.932
Improved (PAX Indexed Class)				AM	PM	Total	PAX
1T	I5	Stephen Lefebvre	2007 GT3 RS	66.465	65.062	131.527	114.033
2T	I3	Mark Skala	1970 914-6	67.098	66.293	133.391	114.449
3	I5	Greg Osche	2001 Boxster S	70.412	68.403	138.815	120.352
4	I3	Steve Smith	1983 944	75.796	75.570	151.366	129.872
Modified (PAX Indexed Class)				AM	PM	Total	PAX
1T	M4	Ron Mann	1970 911	66.622	65.211	131.833	118.254
2	M3	Judy Hendrickson	1973 914-6	75.610	72.337	147.947	131.672

Top Times Of Day	Time	Class #	Driver
Raw time	131.527	I5 887	Stephen Lefebvre
PAX	114.006	P7 34	Oliver Lucier

Parade 2010

...continued from page 35

Parade host site was a scene straight out of Cannonball Run as there were about 20 Porsches rushing to get back while trying not to break any major driving laws. We made it back to the scorer's table just in the nick of time, feeling good that for our first ever Gimmick Rally, we were able to successfully answer most of the questions, not get arrested or have an accident. We had to leave the Parade resort before finding out how we did to return to our family's house for a cookout.

On the trip back, as we slugged through traffic, I could imagine what it felt like to be on a U boat in WW2. Here were two guys over 200lbs crammed into my car sitting in stop and go traffic in 95 degree humid heat smelling ripe after an exhausting mental and mechanical challenge. The only thing missing was empty tins of sardines littering the floor of my car. My brother-in-law asked quite seriously at the end of the day "What makes these cars so special?" I was hard pressed to answer that question given the temperature and the traffic. My only saving grace was to exit a highway ramp at 80 miles per hour and perfectly bring the tail around as I had been taught at DE the year before. After a mandatory stop for liquor and steaks we made it to the cookout. That night I enjoyed the food and beverages and left the '78 SC in my brother-in-law's garage to rest.


The trip home from the parade was uneventful, I made the decision to break the trip into two days with a stop in Cleveland, highlighted by the fact that my son and I were in a restaurant in Cleveland the night LeBron James made his decision to leave town and play basketball for Miami.

Upon my return, I received an email from David that we had won the Rally! I could not believe it. I immediately forwarded the message to my brother-in-law and told my son, who could not believe that I had actually won something at a national event. The irony of this "win" was that a couple of days later I received another email. This one stating that in fact I had not won the event but finished in 10th place, a dagger through the heart! But I was the highest placed finisher from the North County Region. Still quite a respectable showing considering it to be my first rally and there were (100?) participants in the event.

...continued on page 40 ...


2010 U.S. Vintage Grand Prix at Watkins Glen
Porsche Corral
 Hosted By: Niagara Region PCA

SEPTEMBER 10-12, 2010



Only \$75 Per Person Includes:
 Weekend General Admission Ticket with Grandstand, Paddock, and Garage Access
 Track-side Hospitality Tent Access Sat/Sun
 Preferred Porsche Corral Parking Adjacent to Hospitality Tent
 Snacks & Drinks All Day Sat/Sun
 Catered Lunch Sat/Sun
 Paced Laps On The Track In Your Own Car
 Children 12 And Under FREE With Paid Adult

Registration at www.clubregistration.net <-> Email questions to president@niagarapca.org



Main St. Watkins Glen Race Reenactment
 Includes Friday Grand Prix Festival in the Village and fireworks! www.grandprixfestival.com

REGISTRATION FORM

Porsche Corral – Vintage Grand Prix at Watkins Glen
September 10-12, 2010
 (hosted by Niagara Region PCA)

NAME _____

ADDRESS _____

EMAIL _____

PHONE (day) _____ (evening) _____

PCA REGION (if applicable) _____

OF TICKETS _____ X \$75 = _____ (total enclosed)

Tickets and wristbands will be mailed to you approximately 3 weeks prior to the event.
(Please note that tickets are not refundable, but are transferable.)

Mail check (payable to NIAGARA REGION PCA)
and this completed form to:

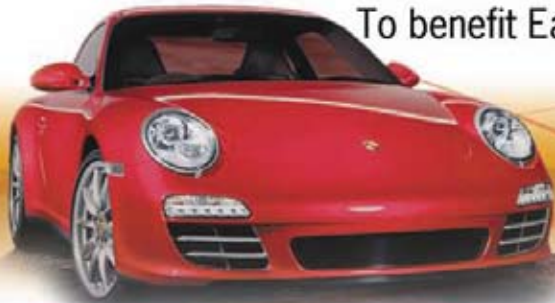
JIM ARENDT
780 WASHINGTON ST.
SPENCERPORT, NY 14559

Registration form and payment must be received by August 31, 2010.
You can also register online at www.ClubRegistration.net

3rd Annual

Porsche of Nashua presents the Octoberfest Autoshow

To benefit Easter Seals New Hampshire



Sunday, October 3rd 2010, Noon to 3 pm

Rain date: Sunday, October 10
at **Porsche of Nashua**
170 Main Dunstable Road,
Nashua, NH

To pre-register,
call: **603-595-1707**

or email:
autoshow@porschenashua.com

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

- Classic & exotic vehicles on display
- Music, entertainment & prizes
- BBQ by Brothers Butcher
- Silent Auction
- Fun for the whole family... and more!
- Admission to show is free!

Each car registered will be entered into a \$100 Raffle!

PRIMARY SPONSOR:



PORSCHE

Porsche of Nashua

www.porschenashua.com
603-595-1707

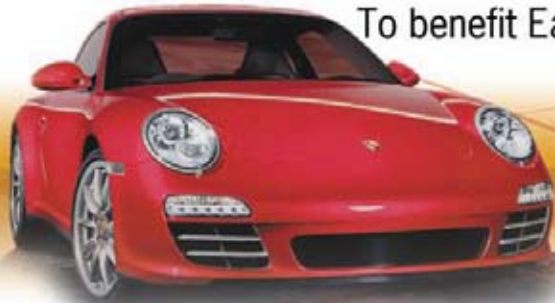
SUPPORTING SPONSORS:



3rd
Annual

Porsche of Nashua presents the
Octoberfest Autoshow

To benefit Easter Seals New Hampshire



Octoberfest 2010 Registration Form

Please fill out this form and bring it with you to the Autoshow on Sunday, October 3rd. Please note there will be a \$25 auto entry. This fee will be donated to Easter Seals New Hampshire. You should arrive by 10:30am on Sunday. Please email this form to autoshow@porschenashua.com.

Owner information:

Name:
Address:
City: State: Zip:

Vehicle Information:

Year: Make:
Model: Color:

Has your vehicle won any prior auto show awards?

Please tell us a little about your vehicle:

Please email this form to: autoshow@porschenashua.com

Porsche of Nashua
www.porschenashua.com
603-595-1707



PORSCHE

Official Use Only

Car #:

Let us help you with that...

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

And we can install it for you.



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

SCHIROTH RACING

NEW LOCATION!!!!

9A Electronics Ave, Danvers, MA 01923
Mon-Fri 9am-7pm, Sat 10am-2pm
www.hmsmotorsport.com

888-467-3269

HMS[®] motorsport

Meister Restorations Corp.
The finest of all Porsche restorations



complete in-house services offered:

Metal fabrication - body and paint work
Mechanics & machining - interior work

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

Rainer Cooney - Jerry Dascoli

Parade 2010

...continued from page 37

Reflecting back on my first Parade, I would like to impart a few words of wisdom, for people considering attending their first national parade. First if you can, stay at the host site, or a least stay close enough where the drive to and from the parade is not a challenge all by itself. Second, do not subject the whole family to your perceived Porsche nirvana. Try as they might, they just don't care as much as you do about the cars. Third, do not try and drive 20 hours straight by yourself while towing your pride and joy with a vehicle that is pushing the limit of its rated towing capacity.

The '78 SC is back resting quietly in the garage in Vermont waiting to have the Parade 2010 badge applied to its bonnet. I view the badge as a badge of courage. A medal earned in hard fought battle pitting a 32-year-old air cooled 911SC against the mean streets of Chicago. The winner? You decide.



The 2010 Prouty ... Bike Ride In Support Of Norris Cotton Cancer Center

Photographs by Neil Rennie supplied by Paul Frucci. For a complete slide show of the event go to:
<http://www.nrennie.com/SlideShows/Prouty/index.html>





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**

President

...continued from page 6

Saturday evening we were to be entertained by Fred Phillips with great guitar skills and a voice like no other. Wow can he sing. The songs just touched our souls with heartfelt meaning. We were also entertained by Ben and Suzie – the Sonny and Cher show had me laughing so hard I was crying. Obviously crying happy tears at this point. The entertainment of the evening was MC'd by Carter Lord. Carter is certainly entertainment in itself. That guy knows how to act. By this time it was getting really late and everyone was tired from the day's events and evidently ready for sleep. Many good nights went around the room. I felt like I was watching the *Waltons* again.

Sunday was more of the same beautiful hikes with great friends. Dinner was prepared by one of its food committee gals and was it ever delicious.

Monday, August 9th up and ready to depart Bigfork and on to Ft. Benton, drive time about 5 hours, 260 miles. We would then check into Grand Union Hotel where we were staying the night before our big departure to canoe the Missouri River for three days. The vote was in as cars 1– 4

opted to make one small detour to see First Peoples Buffalo Jump in Ulm, MT. I was extremely pleased we opted to make this stop as it was quite interesting and rather amazing. Check it out on the web when you have the opportunity. Arrival time to the Grand Union was about 15 minutes later than expected but that was not an issue. We checked in and were eager to meet our guides for the 3 days on the river. Michael & Meredith Gregston of Missouri River Outfitters gave us a pre-float briefing at 6:30pm. The briefing went well and we were excited to start our float down the river with guides Keith (aka Dr. K), Renee, John, and Nicole, all of whom knew so much about the river and its history.

Dinner at the Grand Union began at 7:30pm and to many the duck special seemed appealing. Not me...I had my mind set on the Ribeye! Medium rare in fact. The Ribeye and a nice red wine were just spectacular. There certainly was not an empty stomach to be found. Food, wine and great conversation tired everyone out. Off to get some shut eye as we were to be up bright and early for our trek down the river.

Tuesday – Thursday, August 10-12 were

to be our time on the Missouri River viewing the White Cliffs. We would exit the river around 5pm Thursday evening to the Grand Union Hotel again to relax and share the great stories. When Hank and I were entering our canoe on Tuesday morning all I was hoping for was not to flip it like we did in Canada. With extremely good guidance from Keith and Renee we entered our canoe like pros. Hank in the back doing the steering and me up front just paddling away. It was quite the workout. We were hitting our apexes just fine. Though the only heel/toeing needed for these three days was what I was thinking to do with my foot when the canoe was not headed in the right direction. Did I say that out loud? I know it really was not Hank's fault, it was the headwind that came up with a thunderstorm coming in. The three days on the river with 11 canoes including the guides were just amazing. The surreal scenery is just so hard to explain. The cliffs were breathtaking. We went on many hikes and climbs, probably something I would not have done if not for this trip. What team work to make it through these climbs and hikes? We all rallied to help each other out. It was just amazing. Nights on the river's edge

where our guides had set up tents for us all was certainly not the Hilton but what a wonderful job the MRO does. Dare we admit that the outfitters pitched our tents (including a honeymoon tent) and laid out our cots for us each evening, to which we retreated after gourmet meals and campfire activities with "true" stories from our MC Carter Lord and Ben Faulkner all of which were told under the Big Sky. That Big Sky was just beautiful, filled with shooting stars. So sure...there was no hot shower out there in the wilderness and you are sleeping with bears, coyote, deer, rattlesnakes and whatever else happens to be out in the Montana woods. But boy we had it good. Did I forget to mention the rattlesnake story? Yes a rattlesnake. teZa spotted one on night two and actually had to jump over it. Thank you teZa for that keen eye as our guides were able to take care of it before it took care of one of us. I am now the proud owner of a rattle from a rattle snake. I obviously had not seen one up until then. As deadly as they can be they are still amazing looking creatures. I will be happy if I never see one again. I would have to explain this trip very much like our club: this trip's importance was not about anything other than the people. What great people. I will remember those days and nights on the river forever. A lifetime of memories.

We departed the river about 3pm on Thursday and of course our guides were again at work making us a gourmet meal to finalize what was just an amazing 3 days on the river. Keith, Renee, John, and Nicole helped make this trip so special: stories, history lessons and just great fun. It was almost sad that it was over. I and countless others did not want it to end. (I guess except for the shower part). Time to head back to the Grand Union for the final night in Ft Benton. Ahhhhhhh...a nice warm shower. This is the life.

Some departed from this wonderful journey on Friday morning to head back to reality. Hank and I headed out Saturday morning arriving in Logan at about 10:30pm. For some reason our bags did not arrive with us. After a half hour of the carousel passing by us and no familiar looking bags, we began to think oh no! We were right...no bags. The wonderful TSA promised to deliver them to our doorstep on Sunday at some point. We finally arrived home at about 12:20am Sunday morning. Thank you again Mark.

The alarm went off at 8am Sunday morning. I wanted to shut it off and go back to sleep but I could not do that because we were to go join our Porsche

European Auto Service



www.autowerkesmaine.com

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

friends on Jim and Deb's Sunday ocean tour. I would not have missed it for the world. I was extremely excited to order lobster that day. Yummy!

All of you Porsche readers and any other readers, if you have never been to Glacier park or canoed the Missouri river, this trip is a must. So add it to your calendar for your next vacation. Geesh maybe we can put it on the social calendar for NCR?

Some of the things I will remember most of this trip were the Float Steering Committee because without them this trip never would have been possible, the countless conversations, the "true" and the true stories, the songs, Fred's 6 wives while grocery shopping, the sleeping arrangements including the honeymoon suite (both on and off the river!), the two-way radios (thanks Hank), the food committee, the Grizzlies and the Rattlesnake, the teamwork and the cheers, the flotillas, the meltdown, especially Sonny and Cher and Fred's wonderful songs, the Somers' Café dinner, Fonya and Curt, and all whom I was lucky enough to share this trip with. Thank you Ben, Suzy, Hank, Nat, Gene, Whit, Pam, Joe, Jennifer, Joe, Nancy, Carl, Denise, Fred, Chris, Carter and teZa, for such a memorable trip. As I said to you all in my poem. These memories will be memories of a lifetime.



SCHINDLER LAW OFFICE, PLC

Business

Tax

Nonprofits

Trusts & Wills



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

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

D.L. Carlson
Investment Group, Inc.

*Guidance Over the Financial Terrain
of Today and Tomorrow*

Established 1989

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

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

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

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

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

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

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

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

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

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)

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.

SALE:* 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great!

Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

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

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

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

cbrocoum@gmail.com

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



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
(charges for unfamiliar cars)

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

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

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

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

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

Chris Loader, William 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

Corey Jacques & Richard Albanese
German Autos Service
201 North Street,
Seco, ME 04072
207-985-6661
sportscar@zwi.net

Michael Grishman
Autosportnortheast,
Berwick, ME 03901
207-282-3013
mercedes@jne.net
coreyjacques@rocketmail.com

Massachusetts

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

Al Ward
Chatham, MA
508-945-5517

Mark Schnoerr
11 Cliff Rd
Bellingham, MA 02109
508-966-3236

Vermont

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

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

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

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

Rhode Island

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

New York

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



www.ayereuropeanauto.com

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:

More missing results from Parade 2010 ... this note from Ed Broadhead

I was second in the quiz for early 911 class and fourth or fifth overall. Nancy was third in the early 911 - ladies class but no trophy due to the low number of entries in that class.



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

Offering equipment solutions to improve your garage environment

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



MOHAWK



LISTA
MAKING WORKSPACE WORK

Lifting Your Expectations
Since 1984

www.teclifts.com

EXOTECH

LET OUR EXPERIENCE HELP YOU

All facets of routine maintenance for daily driver to race car

Crankshaft grinding and knifedging

Complete head work

Boattailing

Port work with flow bench testing

Motec and custom wiring harnesses

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



Northeast Exotic Car Show, August 21, 2010

Photographs By David Churcher



This year's Northeast Exotic Car Show was possibly the best ever. Rumor has it over 200 cars were on show ... Corvette had the most (we do not know the count as we go to press), Vipers had 34, and Porsche 28.

Add to the above the Ferrari collection, Lotus, a single Mercedes 300 SL, Cobras, GT40s, Bricklins, DeLoreans, BMW, Maserati ...

A great show.





NCR Porsches formed two rows ... 28 cars this year!



Dusting, dusting ... a woman's work is never done.

A beautiful replica GT40 ... built in South Africa.

Marc and Susan Myette of NCR left the blue 1988 911 at home and brought their blue 1999 Ferrari to the show.

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



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

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



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



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

603-887-0911
Foreign & Domestic

Christopher Loader
Master Technician

219 Main Street, Sandown, NH 03873



2010
Premier
Porsche Dealer



PORSCHE

Jamie Chomo
Pitcrew

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

**2010 Certified Porsche
Sales Professional**

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

D L CARLSON INVESTMENT GROUP, INC.

STEPHEN D. ROBBINS
VP Marketing & Sales

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

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

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
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
<https://www.wfwm.com/wfwm/scott-murray/>



**BLACK
RIVER
DESIGN**


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

Exotic Car Club of America LLC



Dan Witmer
Consultant

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



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

Jon Gilbert
Owner


Tires To You, LLC
The Tire Shop On Wheels

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

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

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

phyllis@stibler.com



STIBLER ASSOCIATES, LLC
space planning interior design



Mainely
Custom by Design, Inc. PORSCHE® SPECIALITY PARTS

Bob Futterer
Owner / Designer



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

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

AD INDEX

- 43 Autowerkes
- 47 Ayer European Auto Restoration
- 52 Black River Design
- 8 Blair Talbot Motors
- 52 Chestnut Hill Auto Services
- 42 Consumer Profiles Inc.
- 44 DL Carlson Investment Group

Inside front cover

- Porsche of Stratham
- 51 EPE
- 48 EXOTECH
- 53 Dan Witmer
(Exotic Car Club Of America)
- 52 Harry Robinson
(Porsche of Stratham)
- 40 HMS

Inside back cover

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

Back cover

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



Ah ... yes ... the engine is still in there ...

NEXT MONTH

- Autocross Zone 1
- Lime Rock Park Historics
- Autocross #5
- Another NCR wedding

©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 9 September 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