

# NORTHLANDER

NORTH COUNTRY REGION

Volume 34 Number 8

PORSCHE CLUB OF AMERICA

August 2011



## IN THIS ISSUE:

Lime Rock ALMS

Mosport ALMS

Porsche of Stratham Concours

Sentimental Journey



**CONSUMER PROFILES INC.**



**DIGITAL PRINT / FULFILLMENT**

**Call us for all your  
printing needs**

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

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





# NORTHLANDER

NORTH COUNTRY REGION  
Volume 34 Number 8

PORSCHE CLUB OF AMERICA  
August 2011

## Upcoming Events

- 5 Calendar
- 20 NCR Fall Getaway
- 28 Rennsport Reunion IV
- 35 8<sup>th</sup> Make-A-Wish Exotic Car Show
- 37 Autocross Calendar
- 38 Coastal Ramble
- 39 LRP Historic Festival
- 40 NER DE Season



14

## Features

- 10 Wide Open
- 12 Looking Back
- 14 Lime Rock Park ALMS
- 18 Porsche Of Stratham Concours
- 22 Autocross 3
- 23 From The Far Side Of 65
- 24 American LeMans at Mosport
- 26 August Centerfold
- 29 Sentimental Journey
- 36 Autocross 4
- 50 BTW



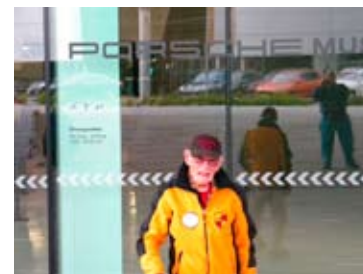
18



24

## Departments

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



29

## On the cover



Patrick Long at Lime Rock Park, Saturday July 9, 2011.

Photograph by David Churcher.

## Editors

Tracey Levasseur  
207 247 3385  
NCRNorthlander@ncr-pca.org

David Churcher

603 799 4688  
NCRNorthlander@ncr-pca.org

## Advertising

Biff Eaton-Gratton  
603 502 6023  
advertising@ncr-pca.org

## Web site

www.ncr-pca.org

## Statement of Policy

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

The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 50 for advertising rates.

## BOARD OF DIRECTORS

President	Jay Gratton	(H) (603) 498 8576	president@ncr-pca.org
Vice President	Matt Romanowski	(H) (603) 674 3250	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	Ivy Leonard	(H) (603) 767 6461	pastpresident@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	Biff Eaton-Gratton	(C) (603) 502 6023	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	Brian Arenstam	(H) (603) 520 6034	barenstam@metrocast.net
Charity	John Dunkle	(C) (603) 431 4409	charity@ncr-pca.org
Chief Instructor	Steve Gratton	(H) (603) 456 2131	chief-instructor@ncr-pca.org
Concours	John (JJ) Dunkle	(H) 603 842 0652	concours@ncr-pca.org
Drivers' Ed	Mark Watson	(H) (603) 488 5405	drivers-ed@ncr-pca.org
Rally	Jim Gratton Deb Gratton	(H) (603) 498 8574	rally@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org
Senior "Advisors"	Edgar & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Richard Willey	(C) 603 978 3187	social@ncr-pca.org
Technical	Bruce Whittier	(H) (603) 623 7007	tech@ncr-pca.org

## CALENDAR

1 6  
7 9 15  
16 20  
26-28

AUGUST 2011

### AT A GLANCE

Date	Event	Location	Time	Contact	Email
Aug 1 -6	Parade	Savanah, GA			
Aug 6	Rally/Social	Bedy's Diner, Portland, ME		Richard Wiley	social@ncr-pca.org
Aug 7	NER Autocross	Ft. Devens, Ayer, MA		Cuan Coulter	
Aug 9	Board Meeting		6pm	Jay Gratton	president@ncr-pca.org
Aug 15	NCR Lime Rock	Lime Rock Park, Lakeville, CT		Mark Watson	drivers-ed@ncr-pca.org
Aug 16	CVR Lime Rock	Lime Rock Park, Lakeville, CT			
Aug 20	N.E. Exotic Car Show	Anheiser Busch, Merrimack, NH		JJ Dunkle	concours@ncr-pca.org
Aug 26-28	NER Watkins Glen	Watkins Glen, NY		Bruce Hauben	bmh993@porschenet.com
Aug 27-28	Zone 1 Autocross				
Sep 11	Autocross	Ft. Devens, Ayer, MA		Joe Kraetsch	autocross@ncr-pca.org
Sep 13	Board Meeting		6pm	Jay Gratton	president@ncr-pca.org
Sep 15	NCR NHMS	NHMS, Loudon, NH		Mark Watson	drivers-ed@ncr-pca.org
Sep 16	NER NHMS	NHMS, Loudon, NH		Bruce Hauben	bmh993@porschenet.com

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



## Jay Gratton

... on Memorial Day of that same year Doug picked up a young red-headed southern bell name Judy...

We all have cars that we consider our dream cars, those cars that we wish that someday we could own. For some people there are even specific cars that they dream about owning. Maybe it was your dad's Dodge Charger that he owned from when you were little. Or maybe it was your uncle's old VW Beetle that you have fond memories of. Perhaps these are cars that you would one day like to have or maybe they will simply remain dream machines. I personally have two specific Porsches that I hold very close to my heart that I lust for someday. I have mentioned before that my Uncle Steve's 1977 Carrera 3.0 Euro is the Porsche that started my fascination with Porsches back in the mid-80's and luckily he still owns this car. Of course as it stands right now I believe my cousin Alex has the inside track on his dad's 911. Oh well, at least it's staying in the family.

The other car that is very near and dear to my heart is Judy Hendrickson's 914-6. This particular car captured my attention early and got me hooked on the 914 model and given the car's amazing history with Judy makes it even more special. Today I was lucky enough to drive it to and from NCR's outstanding car show over at Porsche of Stratham and even for a 40-year-old car it is still a thrill to drive. After the car show today I sat down with Judy and told her I wanted to write about her stunning little 914 that is simply referred to as The Six. For those of you who know Judy, you won't be surprised to know that she had no problem telling the tale of The Six.

Back in 1971 a young Doug Hendrickson was transitioning from an enlisted Air Force cadet to an officer and wanted to reward himself with a new toy. Doug had his fill of the MG world and was ready to move on to a Porsche. After not being able to find the right Porsche out in California he returned to his home state of Vermont to continue the search. Doug visited Automaster Porsche in Burlington, and test-drove a blue 911 T and a red 914-6. After driving both cars Doug concluded that the 914 not only was cheaper by a thousand dollars, but actually performed much better than the 911 T. So the decision was a no brainer for Doug and in August 1971 a Bahia Red 914-6 #389 of 435 made that year became a Hendrickson car. Doug's goal was to turn the car into an SCCA racecar but thankfully decided against it when shortly after purchase Porsche announced they were discontinuing the 914-6. Even back then, Doug had a good idea that this little car would become a desirable Porsche someday.

In January of 1972 Doug was transferred to Hill Air Force Base in Utah and on Memorial Day of that same year Doug picked



up a young red-headed southern bell name Judy at the Officer's Club. Judy actually said he wouldn't leave her alone so she finally talked to him and the rest is history. After a brief four week period of dating (hey, it was the 70's) the young lovebirds got engaged and were married in September, even honeymooned over in Jacksonhole, Wyoming, in the 914-6.

Even though the car was now Judy's as well, she did not take to the car at first. She autocrossed the car in 1973 and strongly disliked the car as she couldn't find 2<sup>nd</sup> without crunching the gears, which is a common 914 problem among folks new to the 914. Over time Judy finally found 2<sup>nd</sup> gear and jumping ahead to the summer of 1975 Judy and Doug transferred to Hanscomb Air Force Base in Massachusetts. The car attended its first Porsche Parade in 1976 in Brainerd, Minnesota, where The Six competed in AX and the rally. The car did not concur, but Doug and Judy helped some friends prepare their car and the

continued on page 38...



## David Churcher

a goal without a plan is just a dream ...

One of the advantages of being an editor of *Northlander* is to be able to harass contributors to have their columns in by the 15th of each month and be able to have your own done later. This plot does not always work. Some contributors are late and that forces some midnight oil burning later in the month ... and still a need to get your own done.

I have found if I leave it too late then all the panic will cause a dose of writers' block. It should not because there is always a topic and material at hand. And I can always call on my favorite theme of "nostalgia" for a few lines. That is what I am going to do this month.

It's August. And that means another year has passed by. Yepper...a year older again. Actually I am pleased to see this one because I almost did not. The bucket list has received some attention in recent months and I try to maintain a decent level in the bucket. Don't want to see the bottom peaking through the items in there. I suppose the term "bucket list" has connotations of the end being near. But that is not what I mean to say. What I intend is more along the lines of a quote I read recently: a goal without a plan is just a dream.

How does one maintain a bucket list? Oh, it's easy. If you are in to motor sports, photography, food, wine, travel ... there is really no problem.

Motor sports ... besides our NCR events there is a lot to do here in the Northeast. We just had the LRP ALMS race in July (see article in this *Northlander*) and as I write the Mosport ALMS is just a few days away and will be in this issue too. After Mosport my mind will then turn to Rennsport Reunion IV in October. In between of course we have Porsche Parade and we will have coverage by Ivy and Hank Cowles.

With a little luck and some more planning I will get to see Berthold and the Porsche Museum again in September. My friends Olivier and Marion are getting married in France and have asked me to be their photographer. So my bucket items for travel, food and wine are all set. Germany and France. Can't go wrong. But I might miss the Lime Rock Park Vintage Races weekend ... see the LRP advert in this issue of *Northlander*.

We all should have a bucket list. It's a good way to live and it keeps goals in view. In this issue we have material from Jack Saunders, from his bucket list. It's a bucket of motor sports,

travel, and food. This story from Jack will be spread over a few issues and it makes great reading.

Please excuse the short editorial. It's summer in NH and I am burning midnight oil to get *Northlander* out. Tracey burns midnight oil next week. :-)



*Richard Sauve caught Editor David at work, and having a blast ... Mosport, Canada, July 24, 2011.*





# BLAIR TALBOT MOTORS

*serving the seacoast since 1984*



**SERVICE:**  
a promise,  
not a department

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

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

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

graphics: [bperiale@gmail.com](mailto:bperiale@gmail.com)





**Bob & Laura Futterer**

**New Members:**

Harvey Ames  
Doreen Ames  
Hancock, NH – 2008 911

Nancie Griswold  
George Dimov  
Exeter, NH – 1996 911

Matthew J. Humora  
Pittsfield, VT – 2008 Cayman S  
Transferred from Riesentoter Region –  
Joined PCA 10/14/2009

Debra Learmonth  
Peter Markos  
Dover, NH – 2010 Boxster

William H. Mullen  
Deborah Mullen  
Shapleigh, ME – 1971 914

Graham C. Theodore  
Bedford, NH – 2010 911

David L. Vogel  
Nashua, NH – 2002 911

**Member Anniversaries:**

**1 Year:**

Christopher M. Carter  
Dudley, MA - 2005 Carrera S

Gerd Domajnko  
Wolfeboro, NH – 2011 Carrera S

Michael Lucci  
Debbie Lucci  
Windham, NH – 2000 996

Thomas W. Pelton  
Daniel Pelton  
Brookline, NH – 2004 GT3

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

**2 Years:**

Rob Cummings  
Tammy Cummings  
Jaffrey, NH – 2009 911

Kenneth M. Goodman  
Rhoda Goodman  
Center Harbor, NH – 2003 911

**5 Years:**

William D. Ayers  
Kevin Roy  
East Kingston, NH – 1979 911

Jeffrey L. Meade  
Ben Meade  
Amherst, NH – 1991 944 S2

**10 Years:**

Craig D. Divino  
Mary Jane Divino  
Rye, NH – 2005 997 / 1958 356A

Ed Rene  
Holly Rene  
Rochester, NH – 1991 911

**35 Years:**

Daniel L. Witmer  
Jean L. Witmer  
Windham, NH – 975 911S

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



Matt Romanowski

## WIDE OPEN

One car that I've noticed has the same affect on everyone is a 356 ...

Have you ever noticed that certain cars make you happy? I can have a terrible day, be mad at the world, ready to beep the horn at anyone who comes near me, but then I get in the 914 and I'm instantly a little happier. Things don't seem quite as bad, other cars are not quite as annoying, and I'm a little calmer. I'm sure your Porsche does the same for you. It's hard to be angry when you are driving a car you love and it's also a finely honed machine.

One car that I've noticed has the same affect on everyone is a 356. The coupes are good for it, but nothing beats a cabriolet. I'm not sure exactly what part of the car gives it the great feel and magic qualities, but they are there. It might be a combination of everything – the big, soft seats, the huge (by today's standards) steering wheel, the wide open foot wells, the old, simple dash layout, and the view out the front.

The motor and brakes also play a part in the experience. If you're lucky, you're driving a later 356 SC or at least a C, where you are working with a whopping 95 horsepower versus the 40 horsepower of the early 356A. We won't count the 150+ horsepower produced by some of the special models with the ever elusive and expensive 4 cam motors. The brakes can also be anything from good with early drum brakes to really good with the later full disk brake cars.

I think the final part of the experience is getting used to actually having to "drive" your car. There are no electronic (or even mechanical) aids to help you out. You are working with limited power – so planning ahead for that giant hill on the highway, the uphill onramp, or even the extra steep driveway are all necessary. You also start watching out for other traffic a little more. Six volt electrics aren't always the brightest and the smaller taillights are easily missed by today's distracted drivers. I'm always watching the car behind me when I roll up to a stop light or slowing down when driving, making sure the car behind me doesn't try to have a co-spacial event.

Even while paying a little more attention to what you are doing while driving, you will find yourself starting to smirk a little bit. Then the smirk grows. All of the sudden it's a small smile. Next thing you know, it's a huge, ear to ear grin. You find yourself thinking "Today is a great day for a drive." You also find yourself considering a much longer journey. The 15 mile trip back to your house seems a little short. Maybe a quick jaunt to the beach is

in order. Or a drive to a far away friend's house just to say "Hi." Any drive to extend your time in the car is in order.

I'm guessing no matter what your Porsche, you are thinking the same thing. Driving it really does brighten your day. I would bet even hopping on a nice old Porsche Junior Tractor makes things a little better. Although with the tractor, the whole process may take a little longer due to the slow traveling speed!

A great way to get some of these relaxing drives in is to come out to an NCR event. Our season is in full swing with rallies, car shows, autocrosses, and DE events in plentiful supply. I know that I check out [www.ncr-pca.org](http://www.ncr-pca.org) at least once a week to see what is coming up and what I need to get ready to do.

For those who want speed and to experience the performance that their Porsche offers, check out our DE and AX events. With rapid acceleration, hard braking and high cornering forces, you'll get to experience your Porsche like the test drivers at Weissach. If calm cruising, enjoying the drive, and seeing the sights are more your style, you should check out our rallies and tours. With a nice route and a great place for food at the finish, you can't go wrong joining one. If you like scavenger hunts our fall rally is just for you!

I hope you are making the most of your NCR membership and getting out to events. It's been great this year meeting new folks at events and helping people find the events they like to do. It's also been great making new friends and seeing them come out to NCR events. I hope to see you at an event soon!





## Mark Watson **MY SPIN ON THINGS**

I just returned from three fantastic days at Circuit Mont-Tremblant ...

By the time you read this article, we will be in the final stages of planning for our August 15 DE event at Lime Rock Park. If you neglected to sign up and now have a longing to drive at one of the premier tracks in the Northeast, take the time to go to [motorsportreg.com](http://motorsportreg.com) and find out if there is any room left in your run group. It might be a long shot but you never know about last minute cancellations and opportunities to participate in the event. While you are logged in, why not sign-up for our September 15 and October 10 & 11 DE events which will be held at New Hampshire Motor Speedway. It has been a long time since our opening event in April and events in August, September and October are going to be on us before we realize. Don't procrastinate any longer, log on and register. We will have a beer, wine and snacks social after the September event and Toni is planning a surprise dinner for the October event. It is always a lot of fun to relax and socialize after the driving is done and to spin tall tales of our driving prowess. This is part of the DE experience and why the saying "It's not just the cars, it's the people" really is true.

Just as a reminder, Lime Rock Park is continuing to impose noise restrictions at all DE events. If you did not have a problem last year, you will probably be okay this year. If you want more information, go to the NCR website and review the letter from Lime Rock Operations that is referenced on the DE page.

Please keep in mind that on September 16, NER is hosting a DE event at NHMS. Register for the NER event and get two days at the track. As a reminder, registration for NER sponsored events is done at [clubregistration.net](http://clubregistration.net).

I am happy to report that I finally made it to another DE event. I was getting worried that 2011 was going to be a lean year for driving but things are starting to look better. I just returned from three fantastic days at Circuit Mont-Tremblant, located north of Montreal. The track was in fantastic condition, all the drivers were well behaved and the weather was very good. I lost count but there were a lot of NCR members at the event and everyone looked like they were having a great time. We had a bit of dampness in the afternoon on day 1 which kept a few of us off the track and a horrendous thunderstorm that evening which disrupted power in the village and nearly washed Tom Harris and me into the lake (we were camping at the track). As Tom and I cooked dinner under the pop-up and were managing to keep surprisingly dry, several folks came over and offered us the use

of their trailer for the evening if our tents failed. Maybe it was the wine with dinner, but we actually spent a pleasant evening keeping dry, telling stories and secretly thanking Paul Frucci for providing the pop-up for our use. If you have never attended an event at Mont-Tremblant, you are missing an opportunity to drive another one of the great tracks in our zone. It's not that far of a drive....

At the end of July, I am planning a trip to Watkins Glen to drive at an open event sponsored by Kojote Sport. The format is similar to an advanced driver DE event but with open track in the morning and afternoon and there are no restrictions on the cars that can participate. A few years ago, I attended a Kojote sponsored event and had the opportunity to be on track with cars representing Maserati, Ferrari, Lamborghini, Corvette as well as Porsche. You get a lot of track time with this format and for me, a lot of practice using my mirrors. Some of the cars are so fast that once you see them, you should think about giving a pass signal because they will be on you in just a few seconds. I'll provide a brief update next month and maybe a few pictures of the cars that will be on track with me and #860.

In closing, please review the NCR/NER/Zone 1 DE schedule and look for events that fit your schedule. The NCR DE team would welcome your participation at our September 15 and October 10 & 11 DE events at NHMS. While you are registering for our September 15 event you might as well register for the companion September 16 event sponsored by NER. Remember that NCR registration is done on [motorsportreg.com](http://motorsportreg.com) and NER registration is done on [clubregistraton.net](http://clubregistraton.net).

As always feel free to contact me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with any questions, comments or suggestions that can help make our DE program even better.

Until I see you at the track, please stay safe!





## Judy Hendrickson **LOOKING BACK**

The *Northlander* in 1981 and 1991 was a bi-monthly publication so the July/August issues were already reviewed last month. In fact, last month's offering, Nancy Broadhead's "Confessions of an Ex-Rallyist", came from the July/August 1991 issue. So I really only have the August 2001 issue to review for material this month.

While some months I struggle to find anything to re-run from the past, August 2001 was filled with choice material: Sandi Johnson's entertaining description of a Parade rally worker's nightmare in rally organization; David Churcher's visit to RUF Automobile; Ellen Beck's 3400 miles – Parade 2001 and Lazaar-Blanchard Memorial Enthusiast of the Year Award nomination for Matt Romanowski – 2001's recipient for that honored PCA National Award. While all of these articles were enjoyable reads, the visit to RUF offers the most timeless article and might perhaps peak some members' interests in adding it as a stop on their travels in Germany some day.

Have you had a memorable experience with your Porsche? Please share it with your fellow members by writing an article for the *Northlander*. David is always looking for material from the members and we all enjoy living your experiences vicariously.

From Volume XXIV, Number 8, August 2001

VISIT TO RUF AUTOMOBILE

By David Churcher

At the conclusion of my article on the Nuerburgring 24 Hours I mentioned the next trip and adventure would be to Beaune in the Burgundy French wine area. I am happy to report the trip was successful and we tested a few Pommard and Montrachet wines. The testing and the meals and jazz that surrounded it made for a super weekend.

And now we are in to the second paragraph of this article without mentioning the name Porsche. Could it be the weekend was not a significant Porsche weekend? It was a very significant Porsche weekend, the weekend that, with the help of a friend, I secured my 911. It is a story for another time but one of generosity and enthusiasm above the average.

Monday morning I was sunburned, a little worn by a long drive, and running on four hours sleep. The anticipation of the coming two days provided the necessary energy. The Audi TT (five valve turbo) was ready for me to pick up, the sun was shining, and RUF was expecting me.

The Audi TT requires, and deserves, a few words of comment. My first impression was not good. I found the car too big, I

could not see any of the four corners, the clutch was too soft, and the exhaust note did not rumble. After an hour of driving and finishing with my tendency to compare it against my (now gone) Mitsubishi GT 3000, I will admit, I liked it. It is an unusual car and one that will grow on you. I parked it in a field and photographed it. The pictures felt good. I drove it at 190kmph. It felt good. My dear old mum had said on Sunday night when I called her in Australia: "David ..you be careful with that sports car. You hear me?" I thought about this conversation as I passed through 150kmph. Sorry, mum. :)

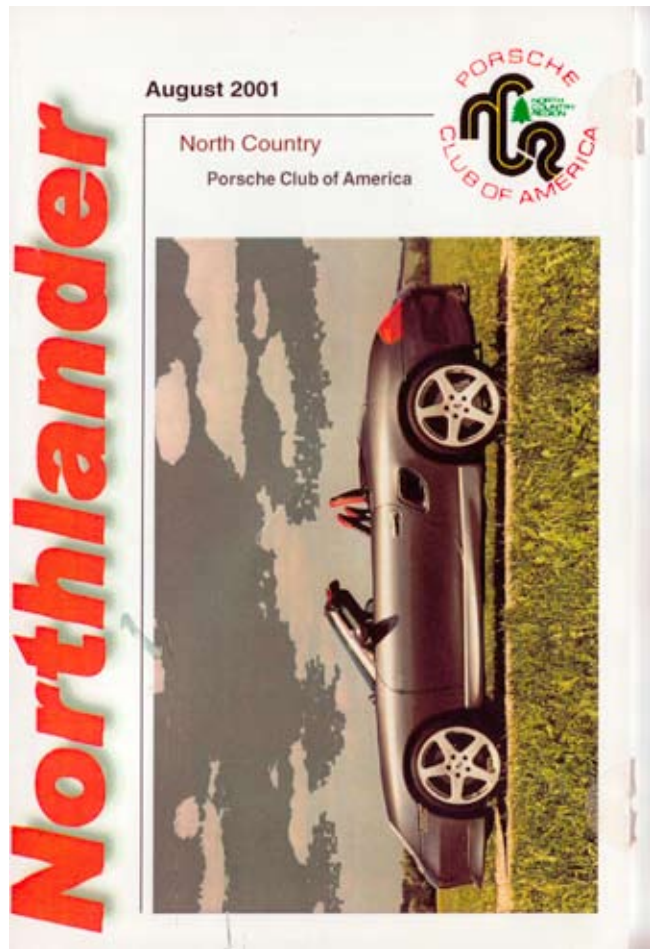
To get to Pfaffenhausen from Heidelberg I took the Autobahn A5, then the A8, to the Bundesstrasse B16. The A5 is fast, the A8 has a lot of construction and many trucks, and the B16 is a delightful twisting road through farm country with wonderful views. The 100kmph on the B16 was more pleasure than the 190 on the A8. Pfaffenhausen is a small town...bigger than Newmarket, smaller than Exeter. Finding RUF should be easy enough, I thought, but I did not find them on my first pass through. In need of gas I headed to the station I passed on the edge of town. It looked familiar but why, I could not tell. I asked the cashier (in my limited German) where I might find RUF. The response was: "RUF Automobile? Ja. Ist hier." "Wie Bitte?" "Ja, hier...buro ist links." Indeed ... left, behind the gas station, a showroom window with three RUF 911s.

As I entered I overheard the lady behind the desk introduce herself to somebody on the other end of the phone. I recognized Natalia's name and realized this was the person who had arranged my visit, exchanged friendly emails with directions and hotel arrangements. Our introduction was quickly on to a first name basis (this is very significant in Germany)...the friendly atmosphere already established was the theme for the coming day. An incredible day was in store for me on Tuesday.

Tuesday morning Natalia walked with me through the work shop explaining how many cars are built, the various modifications made to existing cars, to the engine assembly area, the dyno rooms, the paint shop, the restoration shop, the Maserati show room, and then, to the office I wanted to see most: engineering. I wanted to see where the ideas came from and who put them on paper and what computers they were using. I was totally knocked off my feet by what I saw and heard. I will come back to this topic in a moment. First I will expand on the list of things Natalia had shown me.

The cars built at RUF are not "a Porsche". They are a RUF. They have their own VIN numbers. The body shells come from Porsche as primed sheet metal. The engines are assembled and modified to be RUF engines. The basis is Porsche but the turbos, the engine management, the charge air castings, and many more pieces are RUF.





In a year this company of 50 people builds 20 RUF cars. They modify many more. Everything is custom "to the customer's wishes" as Natalia explains: "Sometimes I get a customer on the phone with questions and requests so I must ask the men if the customer can have this request. Always the answer is: "He can have anything, any colour, any combination."

We visited the restoration shop adjacent to the Maserati show room. This shop is about 250 square metres with a small machine shop and a pile of "bits and pieces" of what had been once a Porsche. Natalia explains: "Oh, they start with these pieces and rebuild the car and sometimes have to make their own parts. The results are wonderful." "And what is that over there under a wrap?" "Oh, we will look." Big smile. She knew I was going to like this. It was a restored 906 (a road certified one at that) and complete in its original glory. The results ARE wonderful.

But back to the engineering. Just before we went in to "the back room" I had been introduced to Simon. He was on his knees at the time with vernier calipers in hand and clearly busy but promised to catch up with me shortly. All this in German. As we walked away Natalia said: "Simon is from New Zealand." I turned and asked: "Are you a Kiwi?" There was a slight hint of the traditional greetings between Australians and New Zealanders. The conversation then began to flow fast and friendly. Simon gave me an in depth description of how things are done at RUF and what his part is in it. The engineering department is incredibly small. For all intents just three people: Herr Ruf, Simon, and a young mechanic/designer who uses the SolidEdge CAD system from time to time. Some of the technicians who work in the shop, hands on, are also designers. The room is small,

two desks, one computer, and a pile of work in progress and sketches that I wanted to look at for more time than we had. I had to ask myself, and Simon, how is it possible so much work and ideas come from such a small office. The answer was not profound. In fact the answer became self evident as the day and the conversations went on. The answer is this: It is truly amazing what a small group of brilliant people working in harmony and cooperation can achieve. Truly amazing.

But like the wine of the weekend...looking is fun but the pleasure is in the tasting. Could we "taste" a RUF? A new R-Turbo perhaps? The latest version of Yellowbird was in the shop and doing occasional short trips up the road. A new silver grey R-Turbo was being prepared. I could record the sounds of these cars but we were not going to be able to take one on the road. Disappointing? Not too much if a "Boxster" RUF 3400S with a 911 Carrera (996) 310HP (DIN) powerplant is the substitute.

Simon has the opportunity to drive all the RUF models but he admits to a liking for the 3400S. The car is a wolf in sheep's clothing....it is pure sports car...it has the traditional look of a Spyder...and it flies. It looks like a Boxster at first glance, but the RUF wheels and seats are a visual clue. The engine rumbles until you stick your foot in it...then it whines like a Porsche Carrera. And it flies. We took the car out around the countryside, made some photographs, and listened to that whine. This is what a Boxster should be.

During the course of our lunch break at a small pub in a small town, Simon and I discussed everything from life Down Under, to life up here, and do we all go back home one day; we discussed cars and car design and secret projects. Everyone has a secret project. RUF has one too. I can only guess at what it is but if it is going to improve upon what we see today it will be formidable.

It is a little difficult to write exactly what we discussed. It all moved so fast. Perhaps I should just write here what I have in my notes. Simon has a degree in design and a Master of Arts in automobile design, from Coventry...a combination of technical skills and art skills...and he has a wonderful place to use his skills. This is a man happy to be at work. He loves his job and it shows.

The conversation went like this:

**The new Yellowbird has air intakes on the rear wheel arch...is this a high-pressure area?** Yes it is now, we modified the arch. **What did you do about trailing throttle understeer now there is 520HP on tap?** You can use the PSM and it works but you must remember the torque curve is flat and 740 Newton Metres .... if you wish you can put this car off the road in any direction you want. **I see so many components with the RUF logo. Does this indicate a close relationship with suppliers?** Yes it does. We are on the road a lot and taking our ideas and wishes to suppliers.

To write all the details would take morespace than we have here. I can summarize by saying it was a most fantastic day, one I will remember, and one I am very grateful for.

I have been told, as we get older we tend to get fixed in our ways, or we become indecisive and wobbly. I think I have the latter problem. After about 40 years of wanting a Porsche, and now having one for just a week, I have changed my mind. Now I want a RUF. An R-Turbo, please, in white.



# ALMS At Lime Rock Park, July 9, 2011







Page 14:

*It has to be LRP ... sunshine, Porsches, a happy crowd on the hill.*

*Falken always contribute more to the event than just their tires.*

*A Patron Saint at LRP?*

Page 15:

*Don Osborne of NCR seeks shade in the Porscheplatz.*

*Note the young mechanic on the right.*

*Colorful, but, oh that flag means trouble.*



*Up polishing der Porsche.*

*Photos by David Churcher.*



### ALMS Northeast Grand Prix at Lime Rock Park

LAKEVILLE, Conn. (July 9) - Spectacular weather and a healthy crowd of racing fans set the stage for the American Le Mans Northeast Grand Prix at Lime Rock Park. Chris Dyson and Guy Smith survived the always heavy race traffic for the win in their G-Oil Lola-Mazda LMP1 prototype, holding off Lucas Luhr and Klaus Graf in their Muscle Milk Lola-Aston Martin. Finishing third were Humaid Al Masaood and Stephen Kane in the Dyson sister car, the Oryx Racing Lola-Mazda.

In LMP Challenge, Elton Julian and Eric Lux nipped Gunner Jeannette and Ricardo Gonzalez by less than 2 seconds for the win, finishing fourth overall.

The GT-class race was won by Joey Hand and Dirk Mueller in their Team RLL BMW M3, besting second-place Jorg Bergmeister and Patrick Long's Porsche 911 RSR by half a lap, while in the GT Challenge battle (all Porsche GT3 Cup cars), the team of Dion von Moltke and Mike Piera got around Duncan Ende and Spencer Pumpelly team very late in the race for the victory.

It really was a great day of racing and Lime Rock wants to thanks all the fans who came out for the races.

*Copy from LRP*





*Pages 16 & 17*

*More from Lime Rock ... it's not only the ALMS cars and not only the Porsches which make it a great day. The racers in the "light" series give us a preview of future ALMS drivers.*

*Photos by David Churcher.*

# First Annual Porsche Of Stratham and NCR Car Show / Concours







July 17, 2011 ... Porsche of Stratham and NCR combined efforts to make a spectacular show on the lot at PoS.

Page 18: the parade of Porsches, a future Northlander contributor? Ed removes the bug splats from the 911.

Page 19: CW from top left ... John and Bob of NCR compare notes, Judy Hendrickson's Der Tub, Kathy's Kitchen serves a super meal, The Brothers Gratton, and ... a beautiful "outlaw" Porsche.

Photos by David Churcher.

# *NCR Fall Get-A-Way, Stratton Mountain, VT*

October 21-23, 2011 or October 22-23, 2011

by Richard Willey, Social Chair



**Where:** Stratton Mountain Inn, Stratton Mountain Road, Bondville VT. ([www.stratton.com](http://www.stratton.com)) The Inn is located in the heart of the Stratton Mountain complex and was one of the earliest facilities built on the mountain overlooking the valley. There is plenty of paved parking along with a bar, lounge and restaurant area, plus an on-site sauna and hot tub on the lower level.

**Other amenities:** The health club is approximately one mile away and includes a 75 ft. indoor heated pool, steam room, exercise equipment, massage and fitness classes. There is a small fee per guest for use of the club, which is optional and payable by each guest. There is also a tennis facility with indoor and outdoor courts available, where guests can book court time individually. The championship golf course may or may not be open, weather permitting. There are other public courses in Manchester VT.

**When:** Friday October 21st through Sunday October 23rd 2011

(1 night, Saturday 10-22-11 minimum; with a second night on Friday 10-21-11 optional) Check in is 5:00PM. Early arrivals will be checked in based on room availability. Check-out is 11:00AM. Late check-out may incur a fee.

**Price:** \$79 per night single or double occupancy plus applicable taxes and resort fee. (Approx. 20% total) Each room has 2 beds. Extra adult (up to two, in a room) is \$20 each per night. Children up to 17 years old are no additional charge.

**How to reserve a room:** Each NCRer attending the weekend is responsible for booking their room using their own credit card. Contact Stratton directly at 1-800-Stratton and identify yourself as attending the North Country Region Porsche Club of America Fall Event. At the time you book your room, also send an email to [Social@ncr-pca.org](mailto:Social@ncr-pca.org) identifying who will be attending and for how many nights so the Social chairperson can reconcile attendance with the Inn manager. This is critical to ensure everyone is booked properly and to get a head count for meals. **THERE ARE NO GUARANTEED ROOMS**, as NCR did not prepay the rooms. We have only given the Inn a room estimate. Hopefully we exceed that. **PLEASE BOOK EARLY. THERE IS A CUT-OFF DATE** of September 20th. Any reservation made after that date will be on an "as available" basis. Remember this is foliage season so I encourage everyone to book early, **BECAUSE** we are going to have a fun time.....

**Meals:** We plan to have a group dinner Saturday night Oct 22nd . It may be at the Inn or a nearby restaurant. If at the Inn there will be a select menu and your choice will be charged to your bill. Beverages will be extra and you will pay for those individually. If we have breakfast Sunday morning Oct 23rd at the Inn, it will be buffet style . Each attendee will have a breakfast buffet ticket so they can eat at their leisure during the breakfast time frame. The Social chairperson is exploring other breakfast options. If we eat at the Inn you will get additional information as to choices, prices, etc., as we get closer to the date. Each attendee will pay Stratton Mountain directly for their meals. If we eat at an area restaurant, then we will each chose from their menu and pay separately. For those arriving Friday, the Social chairperson will send you a list of area restaurants, and hopefully many of us will get together for that meal too.

**Things to do:** The Stratton site [www.stratton.com](http://www.stratton.com) men-tions a number of Summer activities in the area including: outlet shopping in Manchester VT., which is approximately 20 minutes south of Stratton, gondola rides, hiking and biking, motor cycle rentals, golf and tennis, fly fishing instruction (Orvis is in Manchester, VT.!!!). Any of these can be booked directly with the Stratton Inn management or by going to the associated web sites. Each activity is at the discretion of each attendee and any fee will be paid



directly by the attendee. Bennington VT is approx. 20-30 minutes away, Clark Art Museum in Williamstown MA is approx 50 min away and MASS MOCA in North Adams MA is approx. 1 hr and 15mins away.

**How to get there:** Your GPS or Google Maps are your best friend, but the Social Chairperson is mapping out a couple of fun drives from southern NH, northern NH and eastern MA. Registered attendees will get follow-up email with the route from the Social Chairperson. For those wishing to travel together there will be an approx. starting time.

**Saturday 10-22-11 Tour:** The Social Chairperson is creating a fun, scenic drive through southern VT and Northwest MA. Still working out the details but the intent is to include a Winery visit and tasting, plus a visit to a Cheese producer and perhaps a bakery. (I know how NCRers like to eat and drink.) Plus the Bennington Battle Monument (could be a good place for picture taking, David!!) and weather permitting, the Mt. Equinox skyline drive. (Perhaps for a picnic with cheese and wine at the top??) If planned correctly, NCRers driving over on Saturday for a one night stay, will be able to connect with the Tour on Saturday about mid-day in southern VT. How cool is that??

**Sunday 10-23-11:** You are on your own but the Social Chair will likely have a gentle route available for those who might want a preplanned route back to NH.

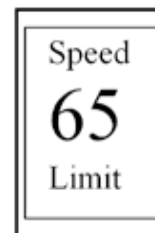
# Autocross 3, June 25, 2011

Photos by Matt Romanowski

---



# From The Far Side Of ...



Gary M. Levine

## A Brief Encounter of the Porsche Kind

We recently took a vacation tour of Portugal and Spain. After spending a few days in Lisbon, a side trip to Sintra (the King's summer palace), we spent a day and night in the town of Evora (EH-veh-ruh). Evora is about a two hour bus ride east of Lisbon (don't try to drive too far west from Lisbon). It's in the heart of the scenic Alentejo region where there are more cork and olive trees than people by at least a log or two.

Evora is a beautiful town dating back to the Roman occupation of Iberian Peninsula (there is a well preserved Roman temple in the center of town), then came under Moorish rule before the Christian conquest in the 15<sup>th</sup> Century. After a hot but wine quenched day of site seeing in Evora, we headed for a night's stay at a pousada (inn), the *Convento Espinheiro*. This 16<sup>th</sup> Century convent underwent a beautiful recycling into a luxurious and comfortable place. (Try to imagine a 24<sup>th</sup> Century restoration of a middle school!)

(If you are interested, the Sunday *NY Times* Travel section of June 24<sup>th</sup> had an article about Evora.)

As our bus pulled into the pousada I spotted a beautiful red 356 SC Cabriolet parked in the driveway. While my tour mates headed for their rooms, I spend a few minutes drooling, took a few photos and wondered what the car was doing there. The car was pristine, looked like it had just left the factory. Trying to use my almost nonexistent Portuguese (high school and college Spanish don't get me too far) on the desk clerk fails to unravel the mystery.

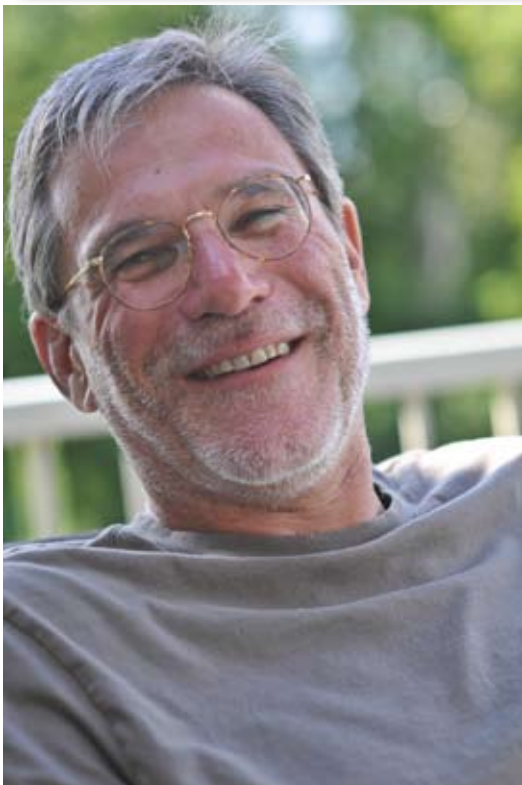
However, the next morning, outside the pousada is a bevy of five 356's, all in near concours condition. Two silver coupes, another (white) Cabriolet and a black hardtop. Luckily, one of the car owners comes out and starts to wipe the dew off his car and checks the oil. (Needless to say the engine looks spotless). I wandered over and tried to start a conversation. Part English, part Portuguese, part hand gesture, I ascertain that the cars belong to members of the Clube 356 Portugal who are on a drive and overnight outing. Having spent the night at the pousada, they are heading back towards Lisbon. I learn that there are about forty 356 owners in the Portuguese Porsche Clube. Unfortunately, the conversation ends as Dianne and the tour director drag me to the bus.

Needless to say, this encounter was the automotive highlight of the trip. As the economy is poor in both Portugal and Spain (charter members of the financially stressed PIIGS), I see very few Porsches over the course of three weeks. I did spot a single Panamera in Lisbon and another in Madrid. During a day trip to Segovia, I managed to capture the sight of a Cayenne navigating down a medievally narrow street. Not much room to spare!





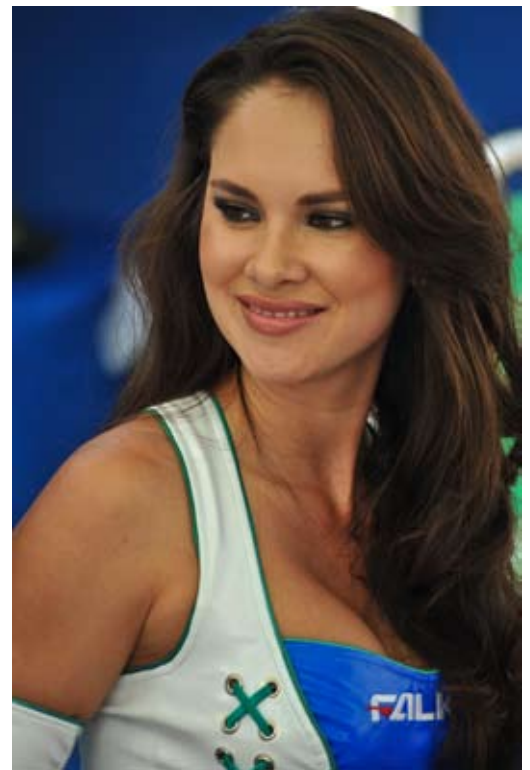
# ALMS At Mosport July 24, O, Canada



*The Mosport event was held on a day following a few days of record heat in Ontario. It was over 40 degrees ... that is Celsius ... translated to the F scale it is about 100.*

*Richard Sauve and Editor David have been friends for 36 years ... Richard asked for a few tips on car photography ... his results are worth publishing in Northlander. The photo of a Porsche Parade (above), the pit scene on page 25, and Porsche 75 are from Richard's D90. Other photos, including the one of Richard at left and Falken's contribution on page 25, are by David Churcher.*





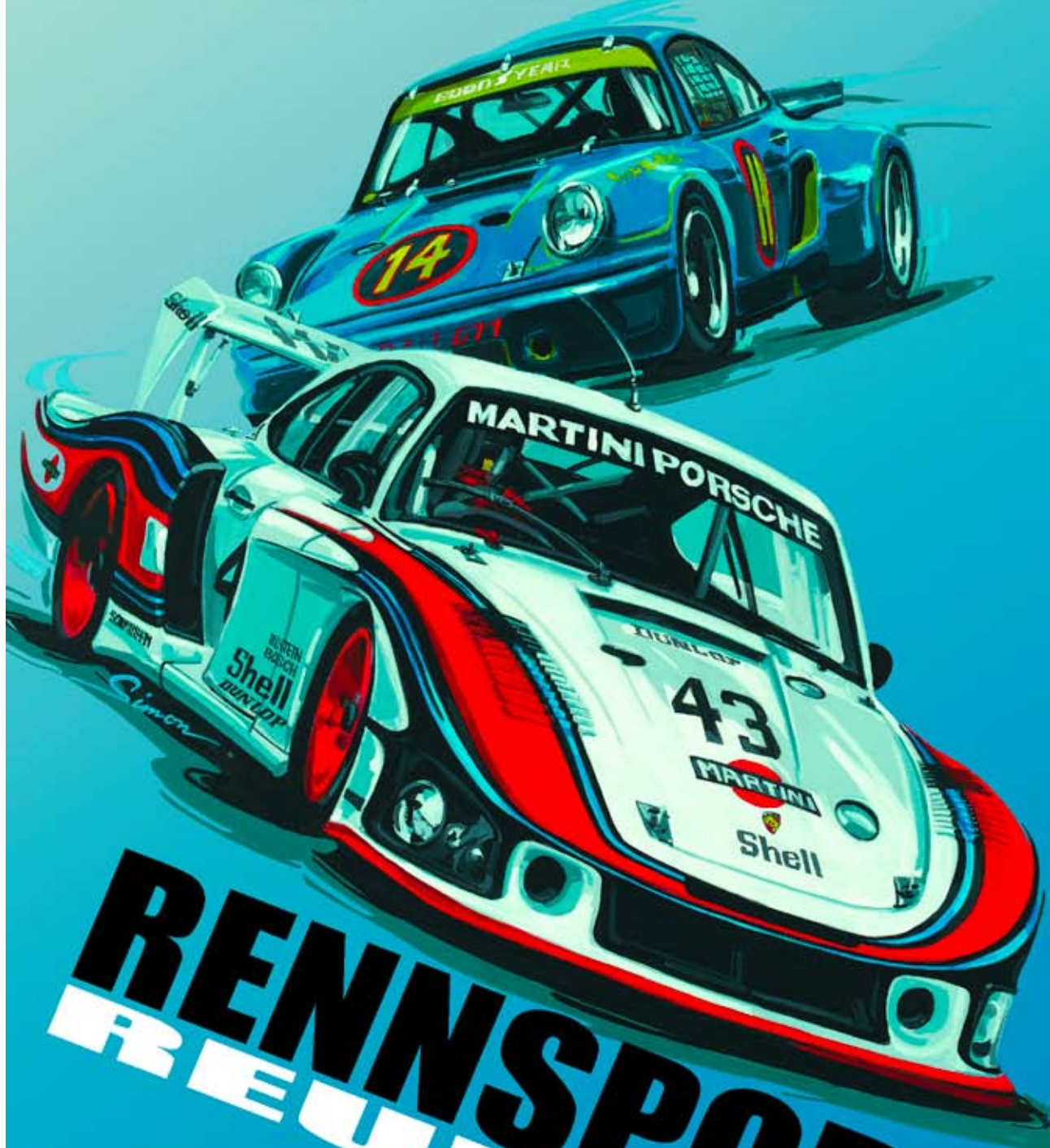


*Patrick Long at The Grand Prix Of Mosport, July24, 2011. Photo by David Churcher*





**PORSCHE.**



**RENNSPORT**  
**REUNION**

**OCTOBER 14-16 2011**  
MAZDA RACEWAY LAGUNA SECA



# Sentimental Journey

Story & Photographs by Jack Saunders

---

## Sentimental Journey Through Grand Prix Europe

In this issue of *Northlander* we present the first three of seven of Jack's adventures in Europe

While I still had the mobility and energy to manage and enjoy the adventure of a whirlwind tour of Europe, at 88 I decided it was now or never. So I devised an itinerary combining a sentimental journey, recalling (1) my "sixties" Cold War stint in Germany, (2) visiting Parisian relatives, (3) running Nurburgring's notorious Nordschleife, (4) seeing Porsche's Museum and factory, (5) the Italian and French Riviera, and finally (6) the Monaco Grand Prix, all within 22 days.

Since this tightly scheduled, 1700-mile trip over fast moving autobahns and autostradas and with contrasting narrow village streets with impossible parking, was not my wife Olivia's idea of an enjoyable vacation, she opted out and spent this period much more appropriately with her mother in Minneapolis, helping her transition to a nursing home.

So, I planned to go alone! Until Olivia and my son, Larry intervened. Though I recently did a solo trip to Lyon, France, and the Italian Riviera successfully, they were worried about me driving on unfamiliar and fast roads, while trying to navigate to strange places. And my worsening neuropathy was also cause for concern about mobility and safety.

When my son Larry, who is also a racing fan and a very good driver, volunteered to join me I gratefully accepted, making everyone happy, including me because this would be a great opportunity to spend quality time together, i.e. bonding, which we hadn't done since his high school days.

So I refined our itinerary and made necessary reservations, with Larry handling the crucial car rental, since he was to do most of the driving. We had to balance several factors such as: (1) gas consumption -- regular costs about \$8/gallon and was even more expensive considering the low value of the dollar vs. the Euro (an average of \$1.50 per Euro) and (2) size -- not too big -- parking, even in larger cities, was very tight, both in availability and space, so we needed a small, easily maneuverable car, like the Ford Escort we rented from Hertz in Paris (and to be dropped off at the Nice airport). With the help of competing bids from Auto Europe, we negotiated a good deal for about \$700 for 3 weeks.

We departed uneventfully from Boston on May 8, and arrived in Paris to visit our French cousins, tour the city and then began enjoying the various countries' cuisines along our route, namely France, Belgium, Luxembourg, Germany, Switzerland and Italy. We were less gourmet and more gourmand-driven in our eating, being more interested in eating what the native populace ate on a daily basis, i.e. frites in France, wurst in Germany, and pasta in Italy.

After goodbyes to our cousins and picking up our Ford Escort we head in the direction of Spa in Fourconchamps, the Belgium Grand Prix track (which I visited in my 912 Porsche en route to visiting a NATO airbase in Holland in the sixties).

En route, it was a priority to stop, just over the Belgian border, at the city of Bastogne, because that's where the famous and fatal WW II Battle of the Bulge took place. I was impressed with the fact that the people of Bastogne appreciated the great sacrifices of the US as evidenced by several grand memorials to the many lost soldiers.

By the time we explored the memorials and the town, it was too late to visit Spa at the end of winding roads through the hills, because we had to drive directly to Trier, Germany, via a corner of little Luxembourg. To ensure we'd arrive in Trier (the pre-Roman capital of old Germany) in daylight to facilitate finding a hotel for the first of many "one night stays," we had to switch from local roads, to the autoroute, which worked perfectly.

We found a conveniently located, reasonable hotel near the Porta Negra, the facade at the entrance to the old Roman section of old Trier.

I chose Trier as a key city to visit because it's the convergence of both geographic and historic points of interest. Geographically it's located at a prominent spot along the Mosel River (where famous Moselle wine is produced) and it eventually flows into the Rhein River at the "Deutsche Ecke" (the German Corner) in Koblenz which we'll visit soon. Historically, Trier is much more interesting, not so much because of its many Roman ruins but more because it's the origins of the family of Roman Emperor Constantine the Great (Constantinople is named for him). Though not a saint (to my knowledge), it was Constantine, who for his own political power purpose, in 324 AD transformed Christianity from a small, but growing, persecuted sect, to an officially recognized Roman religion, which was spread throughout Europe by the advancing Romans.

After exploring the German/Roman mix of Trier and enjoying the great food, we drove to the Nurburg area in the Eifel district near Bonn/Cologne via the road along the picturesque Mosel with its vineyard-laden banks. After getting a little sidetracked, because the Trier tourist office gave us an obsolete map, we found the autobahn to our destination for the night in a tiny village of Barweiler (not even on our map).

Now here is a story worth telling about how to find outstanding lodging, hidden in the bucolic Nurburg countryside. I decided to ask Dale Lomas of Rent4Ring who rented us our Suzuki Swift Sport Race Car to run laps on the Nordschleife. He suggested contacting a friend, Britta, who managed an old German country inn called Agnesen Hof. Well, I was lucky enough to get the last room available. But I didn't know how lucky we were until we arrived to find a classic 100-year-old inn managed by friendly Britta. She catered to the German racing clubs, and the inn was a favorite spot for Mercedes, Audi, etc., CEOs attending Nurburgring races. To add to our good fortune (despite it being Friday the 13th) we were invited to attend a German "jaeger" (hunter) style, monster size barbecue catered



for several racing clubs that were competing at Nurburgring the next day. Aside from the normal barbecue fare, we had venison steak and liver plus boar chops, fresh from the previous day's hunt. This memorable event was capped off by the next morning's sumptuous breakfast, including eggs cooked to order, all for 100 Euros and 35 Euros cents each for the unforgettable barbeque.

## Sentimental Journey, part 2

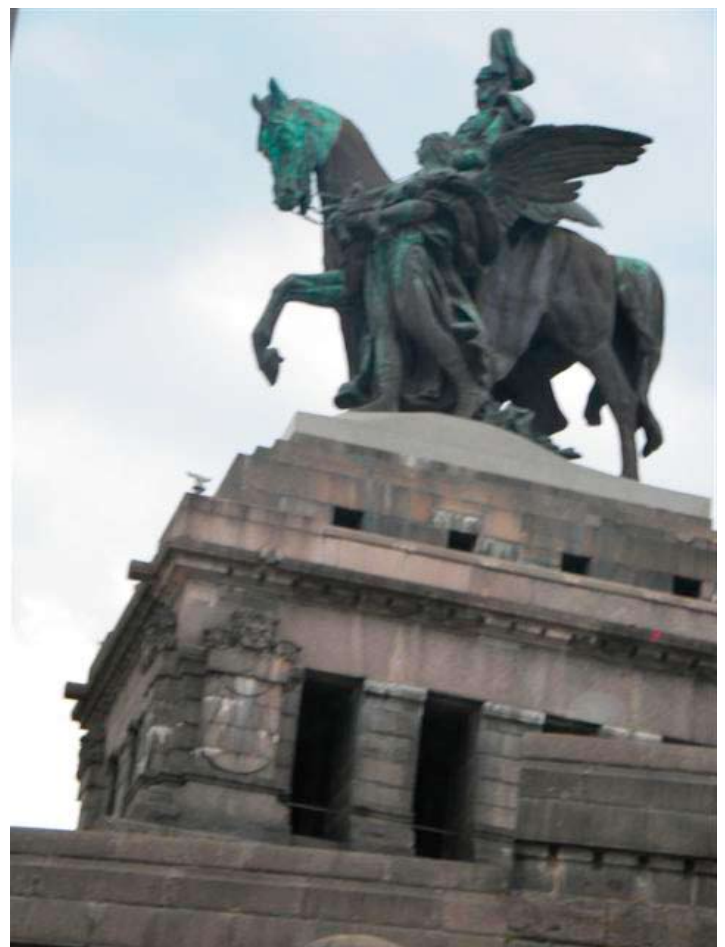
So our first task today, Saturday, the day before our scheduled laps on the Nordschleife, is to locate Rent4Ring race car pickup center to preclude the stress we'd feel if we had trouble finding it just before lap time. After some inquiries, we found it located among garages near the track entrance. Now we were free on this beautiful day to drive through the picturesque, hilly Eifel countryside, East toward the Rhein River. En route we stopped at the neat village of Adenau, which happens to be the ancestral home of Konrad Adenauer, the first president of the post-war West German Republic. Once we found our old home and neighborhood in Bonn, the initial capital of post-war Germany, I was reminiscing with my son about the old days. Especially, the time when as a member of General Electric's Jet Engine Team, supporting NATO air forces (countering Russia's blockade of Berlin), I was invited to attend the annual Luftwaffe Ball in Bonn. In a way this event is one of the rituals and associated perks of the members of the West's "military/industrial" complex which I've been a part of for over 50 years since my service in the US Navy and Merchant Marine in World War II. In fact, I battled my German host's submarines off Gibraltar when they attacked my convoy and sank one of our ships trying to deliver bombs to the US Air Force in North Africa. Now they are our allies. Curious world! I vividly recall sitting at a table socializing with jack-booted officers, some with eye patches, and all with Iron Cross decorations. It was like a scene out of a WW II movie.

In a special way this experience, coupled with my parallel love of Porsches and long interaction with representatives of this trustworthy German company, served as a catalyst in the healing process, allowing me to reconnect with and in fact embrace my former adversaries. The hospitality I enjoyed at Nurburgring and Zuffenhausen reaffirms that this bond is strong.

After visiting historic spots in this university and cultural center, we drove the 10-km route from Bonn to Bad Godesberg along the Rhein which I used to bike on my commute to my office at GE's headquarters. Our job there was to provide technical support and spare parts to air forces and airlines in Europe, Turkey and the Shah's Iran that used GE jet engines. This offered many opportunities for interesting travels and interaction with varied peoples and their cultures, which was my motivation in requesting this assignment. Another reason was, I grew up in a European immigrant household where I learned to value certain aspects of the European lifestyle, and to connect to my relatives there.

An interesting historical note about quaint Bad Godesberg, is that its Grand Hotel on the Rhein, which was my temporary abode when I first arrived in Germany, was a favorite getaway spot for Adolf Hitler.

My son Larry and I, continuing our drive, combined exploring the Rhein, South of Bad Godesberg with a visit to Koblenz and the Deutsche Ecke. We also needed to confirm our hotel reservation for Sunday night and pin down the available parking options. So we located our hotel, within walking distance of the river, and found everything in order. This was important because we'd



*Heidelberg ... Editor David says this is one of the most beautiful places on Earth. You can see his old apartment in this photo. :-)*

*The statue at Koblenz.*

have no time to waste between driving to Koblenz after our Nurburgring laps Sunday evening and departing for Stuttgart early the next morning.

Now we returned to today's final task, namely to find a hotel near Nurburgring, south of Bad Godesberg. And we did, in a neat little town called Ahrweiler. We awoke Sunday morning to pleasant weather and a great buffet breakfast featuring eggs, cold cuts, cheese and breads. It's worth noting that the continental breakfasts of juice, croissants, and coffee we were served in Paris, have transitioned to sometimes sumptuous buffets, especially in Germany and Italy.

Since our appointment at Nurburgring was in the late afternoon, we didn't have to rush. However, my intuition urged me to drive to the track early to explore key viewing sections of the 28km Nordschleife, to get a better idea of the challenges which are known to be formidable, especially for an old, slow, unskilled amateur like me. But as importantly, I was hoping that possible cancellations might give us a shot at running our laps earlier, thereby allowing us to reach our hotel in Koblenz early, to prepare for next morning's 5-1/2 hour drive to the Stuttgart area where the Porsche Factory and Museum awaited us.

As we approached Nurburg (with its famous castle around which the Nordschleife runs) some clouds collected over the hilly Eifel, causing light, intermittent sprinkles which didn't even wet the pavement and hardly affected the generally fair weather. When we arrived at the Rent4Ring garage we were surprised by several events which led to the opportunity I was hoping for -- namely, to run our laps early. First, because of the changeable weather, several clients cancelled. When I told Rent4Ring that NCR runs events in much worse weather (I know Joe Kraetch runs our AXs rain or shine), they explained their clients cancel more for changeable weather, i.e. sun then rain, than for consistently poor weather. Second, the track was shut down due to a serious multi-car crash, which worried me a bit.

This brings me to the eye-opening revelations I got during the mandatory and serious Rent4Ring prelap briefing and sign-off, about the Nordschleife, which makes it much more dangerous than I anticipated. The whole 28km is legally a public road subject to normal traffic rules, i.e. if you cross the dotted line into the wrong lane in order to drive the correct "racing line" through a turn, and an accident occurs, you are to blame and pay any court costs and fines as well as the insurance policy deductible of about \$5,000 US, for the consequences. So you have to constantly monitor your rear-view mirror to detect the many overtaking vehicles which of course may force you to go off-line, making the turns trickier. Most alarming is the fact that anyone with a driver's license, but without any track experience and even without the benefit of the serious cautionary briefing I was getting from Rent4Ring, can just drive in off the autobahn and pay the fee and run laps, putting the more experienced drivers at great risk. The full track is constantly monitored by police (and Rent4Ring) with TV cameras for control and safety reasons. This allowed them to monitor my laps and note any abuse of their race car.

Before I signed all the release forms, Dale Lomas, my Rent4Ring "handler" asked if I was still intent on running the Nordschleife, now that I knew all the risks. I said "hell, yes, I came all this way and can't chicken out now." We'll go for it, but will be much more cautious due to these unanticipated added risks.

So, Larry and I bit the bullet, and bravely but warily entered the track through a maze of traffic cones. At first I was tense, because my driving skills were wanting since I never graduated



*Jack with the Rent4Ring Suzuki.*

*Through the fence at the Nurburgring parking lot.*

*Jack with the car he set a "record" with at Nurburgring.*



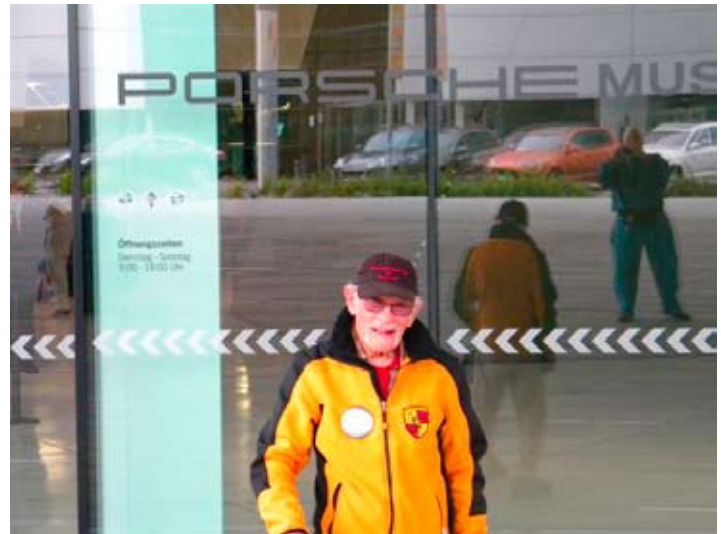
from "Green" in D/E, and mostly because of the inexperienced drivers sharing the track. But soon I relaxed and concentrated on my PCA DE admonitions like "smooth movements," "late apex," etc., that NCR instructors including Blair Talbot, Judy Hendrickson, the Grattons, the Petersons and others, drummed into me prior to my banning from DE years ago. I also continued to benefit greatly when I transitioned to very active "AX racing" in Joe Kraetsch's and Lisa Roche's program, which sharpened my skills further. Though I obviously didn't put up good lap times, I thoroughly enjoyed doing tight, banked turns at speed, for the first time. I now more fully appreciate what my many NCR instructors worked so hard to drill into me. The payoff is that NCR's driving training made it possible for an inept 88-year-old to "survive" the Nordschleife even with the distraction of accompanying unpredictable drivers. Nonetheless my son, Larry, was greatly impressed.

By the way, our Rent4Ring people hailed me as the oldest person, at 88, to have survived the Nordschleife, per their records.

Having thoroughly enjoyed meeting our modest goals at the Nordschleife, Larry and I happily jumped into our humble (compared with our hot Suzuki Swift Sport we "raced" in) rental Ford Escort and hit the autobahn at a good enough speed to get us to our hotel in Koblenz in less than an hour. This "rivers" city is a classic old German town, famous for its food, friendliness (gemutlichkeit) and of course the Deutsche Ecke (German Corner) with its prominently situated, imposing monumental statue.

Now, after checking into our hotel by the Rhein, Larry, as he has done so successfully throughout this trip, goes about the critical task of finding a legal convenient parking spot that isn't expensive. The key to meeting this challenge, aside from Larry's fine driving and parking skills, so necessary on the narrow European streets, is my NH Handicapped Parking tag, which is honored in Europe, thankfully.

We were now at the pivotal point of the whole adventure, at least from the racing and Porsche aspects. Therefore to make sure I had the best routing from Koblenz to Zuffenhausen (a suburb of Stuttgart) through a very scenic stretch of Germany, I took advantage of the knowledge of a popular NCR member, Berthold Langer, currently residing in Germany. By the way, I have to credit two other NCR friends who helped me streamline this tightly scheduled trip: namely, Sigrid Schnoerr, regarding her native Cologne (Koln), which is near Bonn; and peripatetic David Churcher who counseled me on the Mosel Valley, especially Trier and Constantine's Roman remnants, including the Porta Negra edifice, and on the Zuffenhausen area and the Porsche Museum.



Photos from the top: Jack at the Porsche Museum entrance, Formula One (1500cc) Porsches, Porsche 917, and 935





### Sentimental Journey, part 3

Here's Berthold's itinerary, that we followed faithfully: starting at Koblenz, we leisurely drive south along the Rhein on the scenic road (not the autobahn), viewing the many imposing ancient castles (built to exact tolls from boats centuries ago), down to Rudesheim (a wine center) at the big bend in the Rhein, where you can see an old, famous monument to the Fatherland. We continue east to Mainz, home of Gutenberg, inventor of the printing press. Now, onto the autobahn, leaving the Rhein and picking up the picturesque Neckar River, which led us to the historic university town of Heidelberg, where we took a break to enjoy their famous "Tee und Kuchen" (tea and pastry). We then hurried back to the autobahn to speed to Zuffenhausen, using the Porsche VIP packet's map and directions. This helped us to arrive early and find a friendly hotel/restaurant near the factory. After a light dinner we went to bed early to rest up for a busy day at the Porsche facilities.



The next morning, sustained by a hearty German breakfast, we set off early for our appointment spot at the Porsche Museum. We needed to be early for two reasons: (1) uncertainty about parking, which was crucial for me because of my "neuropathy-challenged" legs (which, thankfully, have served me well so far) and (2) the special nature of my deal, namely a "free" VIP Factory plus Museum Tour for my son and I might raise some questions regarding "special handling."

In fact, the story of how I managed to "wrangle" this deal, is of interest to NCR/PCA members, because it proves that your active club participation is appreciated by Porsche AG. Specifically, after my initial emails to the Porsche Museum which prompted only routine, boilerplate responses which in effect said: "Line up with the general public and pay the standard 8 Euro/person fee... and you're on your own re: uncertain and expensive parking." I bristled at this notion because I felt that as a loyal owner of multiple Porsches plus my dedication to and promotion of all things Porsche, as evidence by my NCR-PCA activities, I deserved more consideration than -- "get in the back of the line."



So, I decided to email the supervisor of Customer Tours/Relations, Herr Honneger. I suggested, politely, that I deserved special treatment as a former Tech Chair, etc., as well as being a member of Norbert Singers' "16/24" fan club. After all, being a NCR "Enthusiast of the Year" should count for something more than just another anonymous plebian. Well, to my surprise it worked, and I received my packet documenting my VIP status.

As anticipated, the tour guide on duty at the Museum did not recognize my special status. However, after he showed his supervisor my appointment papers, we were approved for the Free Factory and Museum Tour, plus the bonus of free parking in the Museum's underground garage.

We first did the factory tour which luckily was just expanded from only the engine shop to the full factory tour. Our tour was very instructive, mostly because our guide was a smart young guy whose English was perfect and with the exception of questions on sensitive/proprietary items, answered them well. Robots are used extensively. However, there is quite a bit of handwork, especially on the dashboard and car interior. I was further impressed by the lengths to which Porsche goes to insure top quality, namely, to avoid boredom (which leads to mistakes), workers are rotated to different jobs periodically. Some interesting details were cited. Only a few percent of the cars produced are started up and run in the factory before shipping, because of the statistically high quality/reliability. Of course, the engine and power train are lubed during assembly

*The Deutsche Ecke at Koblenz.*

*The Goertz statue at HDM in Heidelberg.*

*Nurburg Castle.*

and correct quantities of fluids added and I assume are cranked over -- "manually". Another interesting statistic is that, adding up all the options a customer may want, including various colors, accessories, performance features, tires, etc., we were told there are about a million different "unique" Porsches when you include minor items and variations. Also to assure a steady supply of trained technical personnel, Porsche, like many German companies, has an apprentice program. Not surprisingly, though, Porsche has a waiting list of about 400 workers vying for the next job opening.

After a quick and tasty snack at the Porsche Museum's glisteningly clean and modernistic cafeteria which David Churcher highly recommended, we embarked on our museum tour accompanied by a portable audio guide, in lieu of a human, because we wanted to linger longer at certain exhibits. The Museum itself is a modernistic architectural marvel in the form of a gracefully sculptured high-ceilinged cavern-like space containing logical groupings of Porsches. Starting with founder Professor Ferdinand Porsche's early inventions in Austria, including electric cars, tractors, the VW Beetle, 356s, then on to "Ferry" Porsche's continuation of the family business encompassing 911s, 912s, 914s, Boxsters, etc., both in "street" and performance versions. Also represented are dedicated race cars like early Formula 2s, and Norbert Singer's [Editor's note: the 917 was designed by Hans Mezger ... Norbert Singer designed the cooling for the gear box and was a race manager] string of record setting 917-class long distance endurance cars which won a record 16-24 hour endurance races, right up to today's Spydors and hybrids, and regenerative and "green" race cars. I was surprised to learn that Porsche now makes an electric-powered bicycle. There were also several viewing stations for short TV presentations of historic events in the evolution of the Porsche marque and its impact by Porsche on the automotive industry.

Frankly, when we ended this intense tour, Larry and I were quite exhausted, both physically and mentally, trying to absorb and process this seemingly endless display of Porsche inventiveness and prodigious progress and productivity, in providing the world with high performance and soon, even "green machines" so we'll feel less guilty! Why? Because we'll be reducing our carbon footprint generated by high-performance driving -- assuming any of us can afford the high price tag of this new breed of Porsches. Before leaving the topic of "green/carbon footprint," NCR should take action now and emulate our sister PCA region, NER, in offsetting the large carbon emissions we produce at our moving events -- DE, AX, and rallies -- by contributing online to support projects aimed at reducing carbon emissions.



*Jack admires his other passion, mountains, from his hotel room in Chamonix, France.*

*Porta Negra in Trier, Germany.*

To be continued in our next issue.

Photos with this article by Jack and Larry Saunders, copy and photo sorting by Olivia Saunders.







*"It's a date!"*  
*August 20th, 2011*

# *8th Annual Northeast Exotic Car Show*

## **What is this event?**

It's the 8th annual Northeast Exotic Car Show! All proceeds go to benefit Make A Wish! Come support a GREAT cause! This will be a formal judged Concours event. Put on by the Viper club, other clubs attending will be **BMW, Lotus, Ferrari, TVR, Lamborghini** and of course **Porsche!**

## **When is it?**

August 20th 2011, all show cars please show up from 8:30-10:00 a.m.  
Open to public at 10:00 am \*Rain date set for Saturday August 27th\*

## **Where?**

Anheuser-Busch Brewery 221 Daniel Webster Hwy Merrimack NH 03054

## **Cost?**

\$20 donation to Make A Wish!

## **What do I do to register?**

NOTHING! You can show up the day of the event and make your \$20 donation!  
No pre-registration is necessary.

## **How do I get more info on this event?**

Feel free to visit [www.northeastexotic.com](http://www.northeastexotic.com) OR contact JJ Dunkle  
[concours@ncr-pca.org](mailto:concours@ncr-pca.org) OR 603-842-0652.





# Autocross 4, July 31, 2011



Photos by David Churcher



## 2011 AUTOCROSS SEASON

**WHEN:** May 22  
 June 4  
 June 25  
 July 31  
 August 27-28 Zone 1 Event  
 September 11



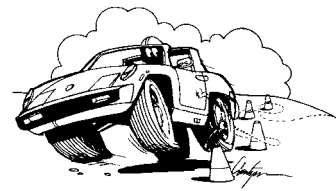
**WHERE:** Moore Airfield, Devens, MA, State Police entrance off Rt 2A

**MORE INFO:** <http://www.ncr-pca.org/club-activities/autocross>

**REGISTER AT:** <http://ncr-pca.motorsportreg.com/>



**COME PLAY IN THE CONES**



## NCR Fall Get-A-Way Weekend

**October 21-23, 2011** (Save the dates!)

Inn at Stratton Mountain, Bondville, VT ([www.stratton.com](http://www.stratton.com))

Optional 1 or 2 night stay (Saturday night, with Friday night optional).

Choice of room types along with Saturday dinner and Sunday breakfast.

Scenic tour routes to the resort and around the area are in the planning stages.

Check the Social Events section of the NCR website and future *Northlanders* for further details as they develop, but mark your calendars now for a great weekend away.

Questions: Richard Willey, NCR Social Chair, (C) 603-978-3187, [social@ncr-pca.org](mailto:social@ncr-pca.org)



## President

...continued from page 6

seed was planted. After seeing that The Six would have done well at the '76 parade the Hendrickson's decided to get it painted since it had been sandblasted from living in the Utah desert for so long. Doug took the car to Gateway VW in Nashua in the fall of '77 and paid \$500 to have the car resprayed in Glasso Lacquer in the original Bahia Red. The following summer the Hendrickson's entered The Six in their first Concour and placed a respectable 4<sup>th</sup> out of 6 at the '78 Aspen Parade.

Like all good husbands should, Doug wanted to get Judy a Porsche of her own and so she would stop driving his beloved 914-6. In December 1978 the Hendrickson's placed a build order on a 1979 911 SC Targa in Talbot Yellow (this car was written about in last months *Northlander* by its current owner). The car arrived in April 1979 and Doug and Judy were at Summit Point one week later with the SC and The Six. Since the SC was Judy's new car she was driving that and Doug finally had his Six all to himself. Judy went out for her first run in her one week old SC and hated every second of it. Upon returning to the pits after spending 30 minutes wrestling the tail end of the SC on every corner she threw Doug the keys and told him she was taking back the Six and he could have the SC.

The Six continued to make appearances at Parades from time to time splitting duty with the SC and continued to do well in all aspects of the Parade. In 1986 Doug and Judy took 2<sup>nd</sup> in class at the parade in Portland, Maine. Then in 1991 The Six took 1<sup>st</sup> in class and division and made it all the way to Manhattan Circle (no longer in existence) at the 1991 Boston Parade. This is even more incredible as most of the cars they competed against were fully restored and trailer queens. Following the '91 Parade The Six became Judy's main AX and DE car

In 1994, I had the pleasure of riding out to the Lake Placid Parade with Doug in The Six. I knew I wanted an older Porsche like a 911, 912 or 914 but I didn't know much about the 914 at the time. That certainly changed on the ride out to Lake Placid. In those four or five hours I think Doug bestowed upon me every bit of knowledge he possessed regarding the 914. By the time we had reached the parade, not only did I know I wanted a 914, but I knew the year, engine and range in serial numbers I had to find along with all the places to look for rust. I was hooked and I owe all of my fascination to 914's to Doug and The Six.

The Six did not make a return to Parade Concours until 1999 at Mt. Tremblant where it won the 914 class and division of the newly introduced Preservation Class. In fact, The Six almost won the whole Preservation Class and was narrowly beaten out by an original 356.

This was a shinning moment for The Six as this Concours showed how well she had been preserved over the years. This was also an empowering moment for Judy as it was the first time she had competed in a Concours by herself since Doug had passed away in 1995. The Mt. Tremblant Parade was a testament to the amazing care that they had taken of The Six over the nearly three decades of use.

In 2002, after over a hundred DE events and another hundred AX events the 914 was finally starting to lose its get up and go and at 119K The Six received a rebuild from Mark Nadler at Exotech. It was finally retired from DE and AX in 2006 when the car started wearing out hard-to-get suspension and chassis parts and was replaced by a dedicated 914-6 track car that Judy

bought named Chiquita. Judy's 914-6 is still around and going strong, but she has been retired to spirited country drives, ice cream runs and rallies and, if I can ever talk her into it, maybe another shot at Preservation Class at the Parade.

Driving Judy's 914-6 home today from the car show, I couldn't help but think back on all the good times that Doug and Judy shared in this car. I know this car was Doug's pride and joy and continues today being that way for Judy 40 years after Doug bought it. As time goes on, good 914's become harder and harder to find. But if you ask me, you could never find another one that has as much sentimental value as #389 out of 435 from 1971. Drive safely!



## BTW:

On Saturday August 6, plan on joining us for a low-key ramble on some great roads with excellent scenery along the coast. The Coastal Ramble will start at Porsche of Stratham and will travel through Newcastle with lunch at a small cafe on the water. We may incorporate a few stops, so wear comfortable footwear. For novice rallyists, this will serve as an excellent introduction to rambles and rallies and should help prepare the "newbies" for our October 2 Gimmick Rally. For experienced rallyists, this should be a leisurely "drive in the park", where we can enjoy our Porsches and the camaraderie of fellow porscheophiles.

We are presently working on one of our "stops". As soon as we have confirmed this component, we will be able to give a specific start time from Porsche of Stratham and the cost of the ramble.

Please save the date and check the website: [www.ncr-pca.org](http://www.ncr-pca.org) for future information.







From its earliest beginnings under the late Charlie Gibson, the Lime Rock Historic Festival has been dedicated to the true motorsports aficionado who reveres the great cars of bygone eras and the great men of vision who built and raced them. Men such as Sir William Lyons, who made Jaguar one of the most distinguished marques in the world and revolutionized sports cars and sports car racing for succeeding generations.

Lime Rock Historic Festival ... Labor Day weekend ... be there or miss a spectacular show.

## Let us help you with that...

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

## And we can install it for you.



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

# SCHIROTH RACING

NEW LOCATION!!!!

9A Electronics Ave, Danvers, MA 01923

Mon-Fri 9am-7pm, Sat 10am-2pm

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

888-467-3269

**HMS**<sup>®</sup>  
*motorsport*



Your friends down south in the Northeast Region/PCA invite all NCR drivers to join us during the 2011 track season. You'll note 3 NHMS events including a Novice Day and weekend events. Get all the details at [www.porschenet.com](http://www.porschenet.com) or... in the Noreaster, which you may read on-line.

Feb 20	a	Sunday	Ground School
May 5	bg	Thursday	NHMS Normal DE & Novice Day
June 4-5	cg	Sat - Sun	NHMS
July 7-9	cdg	Thur - Sat	Calabogie
July 11-13	cdg	Mon - Wed	Mont Tremblant
Aug 26-28	cdefgh	Fri - Sat	Watkins Glen
Sept 16	g	Friday	NHMS

(a) HMS, Danvers..... (b) No students with more than 3 track days experience..... (c) Beer & Wine Social..... (d) NER's Signature Enduro  
 (e) Embroidered shirts... (f) Italian dinner @ Lakeside Park... (g) Extended passing for Black and Red groups... (h) Buffet lunch in Media Center.

Questions about details? Contact Bruce Hauben, Track Chair at [bmb993@porschenet.com](mailto:bmb993@porschenet.com) or call 978-95-8517 before 8PM. Registration is quick and easy at [www.clubregistration.net](http://www.clubregistration.net).

## D.L. Carlson

Investment Group, Inc.

*Guidance Over the Financial Terrain  
of Today and Tomorrow*

Established 1989

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

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

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

**Stephen D. Robbins**  
**Vice President**  
**D.L. Carlson Investment Management Group, Inc.**  
**101 North State Street Concord, NH 03301**  
**603-224-5977**  
**[Steve@carlsoninvest.com](mailto:Steve@carlsoninvest.com)**  
**[www.carlsoninvest.com](http://www.carlsoninvest.com)**



European Auto Service

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

*Maine*

**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



## Mart

...continued from page 46 ...

**SALE:\* 1995 993 C4.** Black over Black Leather, 6 speed, a 103K mile beauty, the cleanest best running '95 around, detailed twice a year, 3M vinyl protection. Factory floor mats, full power seat package, Digital 6 speaker sound package lets you adjust from concert hall to night club settings, AM/FM Casette (if you still have any) and 6 disc CD changer, Rear window wiper, power sun roof. Maintained by EPE.

\$29,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; [bmh993@porschenet.com](mailto:bmh993@porschenet.com)

**2000 Euro GT3 Track Porsche.** Silver with Red & Blue graphics (removable). 21K track miles. This is a ready to go, well sorted, GREAT DE CAR - set-up, & maintained for PCA Club Racing by EPE. 3 Sets of Wheels, Moton Adjustable shocks, Full cage, 2 race seats, Schroth 6 pt. harnesses, AMB transponder with in car display + Hot Lap system, Full Motorola Long Track radio system, Cool shirt system, quick release steering wheel and much, much more.

\$64,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; [bmh993@porschenet.com](mailto:bmh993@porschenet.com)

**20' Custom Steel Trailer.** 4 yr. old excellent condition. Axles are farther back to accommodate rear engine car and allow for low profile custom (reduces wind drag) 8 wheel tire rack, beaver tail. Aluminum storage box. New tires last year.

\$2100 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; [bmh993@porschenet.com](mailto:bmh993@porschenet.com)

**SALE:\* 1997 Porsche 993 twin turbo.** About last car made in series, 40 K miles, 4WD, 6-speed manual, and fast: 0 to 30 and to 60 mph in 1.3 and 3.7 sec (standard for this car). Guards red, cashmere tan leather factory sport seats, deviating black interior, aluminum dials. One owner, always garaged, driven street and autocross. EPE did maintenance and modifications (Porsche Motorsports drive train parts and complete suspension, but engine stock). Car handles very neutral much better than stock and drives smoothly on street. Included, are extra set of Fiske race wheels and autocross Hoosier A6 tires (nearly new). \$50,000 For details contact Charles Stromeyer, (978) 369-3575, Concord MA, [cstromeyer@comcast.net](mailto:cstromeyer@comcast.net)

**SALE:\* California car cover for a 968 .** Light grey, plushweave. New \$220. Excellent condition. \$85.00 Joan 508-596-6347. [Thekedygroupjmk@msn.com](mailto:Thekedygroupjmk@msn.com)

**SALE:\* Four 7x16 phone dial rims fit either 944/924S/928 (certain years)** Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in then stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or [JEG914@AOL.COM](mailto:JEG914@AOL.COM)

**SALE:\* Porsche 2001 Boxter S,** Gray, Black Top, Boxter Red Special Leather, Sport Touring Package, 18" Alloy Wheels, 23700 Miles, No Winters, Always Garaged, \$19,800. [Chucktilgner1@aol.com](mailto:Chucktilgner1@aol.com).

**Sale: \*1980 911 SC white / black leather.** CA 91AO141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. [georgelagos@comcast.net](mailto:georgelagos@comcast.net) 603-913-4210

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



## Edgar Broadhead

NCR Tech Inspectors  
2011

### New Hampshire

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

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

Bob Tucker  
Portsmouth, NH 03801  
603-659-0893

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

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

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

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

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

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

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

Steve Berlack  
42 Church Street  
Franconia, NH 03580  
603-823-7748  
[sberlack@burkemtnacademy.org](mailto:sberlack@burkemtnacademy.org)

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

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

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

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

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

### Maine

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

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

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

Ryan Hunt  
Duncan's European Automotive  
3 Liberty Drive  
Londonderry NH  
603 434 5796  
603 337 5724 cell

### Massachusetts

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

Al Ward  
Chatham, MA  
508-945-5517

Mark Schnoerr  
11 Cliff Rd  
Bellingham, MA 02109  
508-966-3236  
[schnoerrmeister@comcast.net](mailto:schnoerrmeister@comcast.net)

continued on next page ...

## Vermont

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

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

Paul Jacques  
Rennline Inc  
1 Tigan St  
Winooski, VT 05404  
802-655-5311  
Fax 802-655-6283  
[sales@rennline.com](mailto:sales@rennline.com)

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

A. Robert Bertrand Jr.  
"The Metric Wrench"  
4728 Memorial Drive  
St. Johnsbury, VT 05819  
802-751-8577  
Charges by the hour.

## Rhode Island

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

## New York

Rick Kolka  
Continental Automotive Repair Service  
75 S Pascack Road  
Nanuet, NY 10954



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


**Ayer**  
EUROPEAN AUTO SALES




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



*Precision Imports*



Your Authorized Service Center



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

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





**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](http://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](http://www.exotechpower.com)**



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

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

**SALE:\*** 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires, and a cover. Mileage = 178,000, with new head and valve job and new belts and tune-up. Asking \$6,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net

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

**SALE:\*** 1984 GTI ITB - Well built and sorted ITB car with log book. Kirky racing seat, fresh black paint, caged with full racing suspension. Ready to race, ax, or DE. Built up and maintained by Shine Racing and Exotech. Many extras (engine, tranny, rims, etc.) Perfect car to start racing with! Car is located in Kennebunk, Maine. \$3,500/obo Jay Gratton @ JEG914@AOL.COM or (603) 498-8576

**SALE:\*** **Toy Story** - reducing and restructuring inventory. The White Whale: 2000 Ford F-350 7.3L diesel, 176,000 miles, well maintained, Banks Stinger Plus kit, full ARE cap, available with or without like new Fisher 8' HD plow. \$14,000/BRO or \$17,000 with full plow setup. Hank Cowles @ 603.742.4000 or bigcheese@consumerprofilesinc.com

**Toy Story** - 1977 911S Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$18,900, add \$500 for test drive with Ivy. Pictures and more details available upon request.

**More Toys** - 1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass bodypanels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$40,000.00 obo. Pictures and more details available upon request.

**More Toys** - 1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email lLeonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

**SALE:\*** 1992 Porsche 968 Coupe, 94K miles, Coral red metallic /grey leather, 6- speed manual. Two owner. Two sets wheels/tires. Complete service bible. Original monroney sticker. Local car 1st and 2nd owner. Excellent condition. No track. Original condition. No alterations. \$11,000.00 Harry D. Robinson (603) 335 3024, (603) 617 9930 ( C )

**SALE: \*** Need track tires? I have a set of the '86 911 original 15" phone dial wheels with Toyo Proxes R888 tires available for sale. The wheels are in good shape (balanced and round) with minor curb rash. The R888 tires have been used in only one 20 min track session (novice) at Tremblant. Basically brand new. Great extra set for DE or autocross. Fits all '79 - 88 911. Also most 944,928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear tires.

Price \$700 (not including shipping). cwlovel@gmail.com (Sherborn, MA)

**SALE:\*** 1973 Porsche 914. 1.7 liter. White w/ black interior. One owner since 1977. 135K miles. All maintenance records. Mostly stock and nice condition for its age. \$5900. Photos available.

Contact Kim Scoggins 603-490-0263 kim@arc-associates.com

**Mart**

...continued on page 42 ...

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

Classic or contemporary? Service or track prep? Factory parts or aftermarket? You'll find it at EPE.



We've seen it all, serviced them all... built from scratch and tuned new from-the-factory race cars... added the most outrageous aftermarket performance parts... and restored classics to their original condition. Our dedicated staff has the expertise required to properly maintain your Porsche for street or track use, regardless of its age. Drop by our shop any time for a consultation with any of the EPE personnel. You won't get a "service manager", but can talk to any of our talented team about performance upgrades, aftermarket parts or even the best options on fluid changes for your street Porsche. We'll be happy to work with you to ensure that you maximize your Porsche ownership experience.



  
EUROPEAN PERFORMANCE ENGINEERING

165 WEST CENTRAL STREET • NATICK, MA 01760 • PHONE 508-651-1316 • FAX 508-651-3448 • EMAIL [EPE@EPE.com](mailto:EPE@EPE.com)





**CHESTNUT HILL  
AUTO SERVICE**

Leader Imports LLC  
— D B A —

219 Main Street, Sandown, NH 03873

603-887-0911  
Foreign & Domestic

Christopher Loader  
Master Technician



D L CARLSON INVESTMENT GROUP, INC.

STEPHEN D. ROBBINS  
VP Marketing & Sales

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

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

2011  
*Premier*  
Porsche Dealer



PORSCHE

Harry Dean Robinson  
Master Sales Consultant

Porsche of Stratham  
60 Portsmouth Avenue, Route 33  
Stratham, NH 03885  
Phone: 603-775-4053  
Fax: 603-418-0758  
Cell: 603-617-9930

2011 Certified Porsche  
Sales Professional

[hrobinson@iclaautos.com](mailto:hrobinson@iclaautos.com)  
[www.porscheofstratham.com](http://www.porscheofstratham.com)



HOME  
MORTGAGE

Scott Murray  
Home Mortgage Consultant



**Wells Fargo Home Mortgage**

2 Executive Park Drive  
Bedford, NH 03110  
603 626-6222 Office  
603 626-6220 Fax  
603 493-7911 Cell  
800 964-2226 ext. 3931 Toll Free  
[scott.murray@wellsfargo.com](mailto:scott.murray@wellsfargo.com)  
<https://www.wfhm.com/wfhm/scott-murray/>

JERRY DASCOLI

RAINER COONEY

MEISTER RESTORATIONS CORPORATION

The Finest of ALL Porsche Restorations

Route 28 • North Barnstead, NH 03218  
PO Box 846 • Alton, NH 03809  
TEL/FAX: (603) 776-3561



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

BLACK  
RIVER  
DESIGN

2011  
*Premier*  
Porsche Dealer



PORSCHE

Jamie Chomo  
Pit Crew

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

jchomo@porschenashua.com  
www.porschenashua.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



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



*Mainely Custom by Design*

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

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

## AD INDEX

Inside front cover

Consumer Profiles, Inc.

Inside back cover

IRA

Back cover

Michael Bernier Agency/  
Hagerty/Allstate

- 41 Autowerkes
- 44 Ayer European Auto Restoration
- 48 Black River Design
- 8 Blair Talbot Motors
- 48 Chestnut Hill Auto Services
- 40 DL Carlson Investment Group
- 47 EPE
- 45 EXOTECH
- 49 Dan Witmer  
(Exotic Car Club Of America)
- 48 Harry Robinson  
(Porsche of Stratham)
- 39 HMS
- 48 Jamie Chomo (Porsche of Nashua)
- 49 Kathy's Kitchen
- 49 Mainely Custom By Design
- 48 Meister Restorations
- 44 Precision Imports
- 48 Scott Murray (Wells Fargo)
- 48 Steve Robbins
- 49 Stibler Associates
- 41 Stuttgart Northeast
- 45 Tool and Equipment Connections

## BTW



MAL Hank Cowles is now a Senior Citizen ...  
NCR members helped him celebrate July 4 on July 10. A good time was had by all :-)

## NEXT MONTH

### 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.

More from Jack Saunder's Sentimental Journey  
More Porsche Museum  
AutoCross 4  
Parade 2011

Your September issue might be late ... the editors have a full August and travel plans too. Be patient, it will be worth it.



©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 34 Number 8

August 2011

Laura Futterer

218 Cranberry Meadow Road

Berwick, ME 03901

Change Service Requested



PRSR STD  
U.S. Postage  
PAID

Portsmouth  
NH  
Permit #60

# BLOW YOUR MONEY ON CARS NOT INSURANCE

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



Fueled by:



Collector Car Insurance™



**Allstate**  
You're in good hands.

Michael A. Bernier, Agent

The Michael A. Bernier Agency, Inc.

400 Amherst Street | Nashua, NH 03063-1241

603-889-5800 | Fax: 603-886-5184 | [mbernier@allstate.com](mailto:mbernier@allstate.com)