

NORTHLANDER

NORTH COUNTRY REGION

Volume 34 Number 10

PORSCHE CLUB OF AMERICA

October 2011

IN THIS ISSUE:

Larz Anderson PorscheFest
More Porsche Parade 2011
Autocross #6 [not #5]
Sentimental Journey
DE at NHMS
Hunt and Seek Vineyard Tour



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NORTHLANDER

NORTH COUNTRY REGION
Volume 34 Number 10

PORSCHE CLUB OF AMERICA
October 2011

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

Upcoming Events

- 5 Calendar
- 13 NCR Fall Rally
- 15 4th Annual Porsche of Nashua
Octoberfest Autoshow
- 17 Rennsport Reunion IV
- 20 NCR Fall Get-A-Way
- 36 NCR Annual Banquet
- 42 NCR 2012 Nominations



20

Features

- 10 Wide Open
- 12 Looking Back
- 14 Anticipation - A "Newbie's" First DE
- 16 Porsche Parade 2011
- 18 Autocross #6
- 20 The New Porsche 911
- 22 Hunt & Seek Vineyard Tour
- 24 Larz Anderson Porschefest
- 26 October Centerfold
- 28 Sentimental Journey
- 33 DE At NHMS September 15
- 50 BTW



22



26

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



28

On the cover



Mark Watson took his camera to Watkins Glen and brought back a series of great shots. More in this issue of *Northlander*.

Photograph by Mark Watson.

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CALENDAR

2

8

10 - 11

21 - 23

OCTOBER 2011

AT A GLANCE

Date	Event	Location	Time	Contact	Email
Oct. 2	Fall Rally (NCR)	Lake Sunapee Area		Jim Gratton	rally@ncr-pca.org
Oct. 2	Porsche of Nashua Octoberfest Autoshow (see page 15)				autoshow@porschenashua.com
Oct. 8	NER Autocross	Ft. Devens, Ayer, MA		Cuan Coulter	
Oct. 11-12	NCR de	NHMS, Loudon, NH		Mark Watson	drivers-ed@ncr-pca.org
Oct. 11	Board Meeting	Florence's Rest. Merrimack	6pm	Jay Gratton	president@ncr-pca.org
Oct 21-23	NCR Fall Get-A-Way	see page 20		Richard Wiley	social@ncr-pca.org
Oct. 25	Spontaneous dinner	Elm Street Brewery (see page 39)			president@ncr-pca.org
Nov 5	Banquet	Cochecho CC, Dover, NH	6:30pm	Richard Wiley	willr47@yahoo.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



Jay Gratton

... other than your esteemed president walking around Goffstown in a gorilla suit ...

Halloween is one of my favorite holidays even as an adult. Every year Jaime and I head over to fellow NCR members Mike and Michelle Wooding's house in Goffstown and go trick-or-treating with their two boys Chase and Nate. They live in a great neighborhood and I really enjoy watching the masses of little kids dressed up as pumpkins, cowboys, princesses and superheroes run around with youthful excitement. I am not saying I have and I am not saying I haven't, but there is normally a 6'4" gorilla that walks around with an adult beverage in his hand taking it all in as well.

My other favorite Halloween ritual involves the high school where I work. It takes Halloween extremely seriously. Some of our kids must get up at 3am to get ready given how elaborate their costumes are, even the teachers get heavily involved in the tradition. Last year the teachers agreed to dress up as a biker gang. Between the chains, fake tattoos, leather chaps and jackets we were a sight to see. Needless to say the students were impressed and this year I am hearing rumors that the teachers are going as 1980's rockers! Now wear are my spandex pants?

Other than your esteemed president walking around Goffstown in a gorilla suit and the halls of Merrimack High School in leather chaps, NCR has a jam packed October and November planned for you. If you still haven't scratched your itch for AX at this point, our friends from the Renegade Miata Club continue to welcome NCR members to their events at our home AX site of Moore Airfield. They have two events remaining on October 15th and 23rd. Be sure to check our website for details. On October 18th we will be having our monthly board meeting at Florence's Restaurant in Merrimack and these meetings are always open to members. October 21st through the 23rd see us heading into the Green Mountain State and up to Stratton Mountain for our Fall Getaway Weekend.



Lots of exciting events are planned for that weekend from great dinners, outstanding tours and great back roads to drive on. Matt and I take our Spontaneous Dinner to the members who live in the Keene area on October 25th. The location hasn't been selected at this point, by the time *Northlander* goes to print we will have a location so please check the website for details. Finally on November 5th we conclude our year with our annual banquet which is being held at Cochecho Country Club in Dover. North Country has so much to celebrate this year so please come out and take part in the celebration.

Coming in December, please be on the lookout for NCR's Winter Tech Flyer. As I write this article, we are still looking for a Tech Chair to help us head up the program and take us in a new and exciting direction for 2012. Currently Matt and I have tentatively planned four tech sessions that will cover a wide range of topics guaranteed to entertain and educate all levels of gear heads. Please be on the lookout for the tech flyer which makes a great addition to the front of any refrigerator.

Please get out and enjoy these next couple of weeks of the driving season. Autumn truly does remind us why we are so lucky to live in New England. Make it a goal to get out and enjoy an event before the snow falls and then make 2012 the year that you jump in with both feet. Until next month my friends, drive safely.





David Churcher

Art and cars? Yes. The automobile is an art form ...

Some months it takes a few minutes to come up with a topic for the editorial. But not this month. Suitable material came quickly to hand.

Two topics on my mind this month. Art, and, sentimental journeys.

Art and cars? Yes. The automobile is an art form. Those curves may be functional but form follows function and the form can be beautiful. So a car designer is an artist? I think so. And what about the designer who selects the paint? If it is just one solid color then perhaps there is no art involved. But if you look at the graphic designs on racing Porsches (the hybrids, the 918, the "black on black" models, etc.) then clearly someone in the company is an artist.

And what about the person who then photographs the car? Can he use the work of the two previously mentioned artists to make his own art? Yes. Mark Watson did just that at The Glen when he made the shot we have on our cover this month.

Another sentimental journey? Yes. Last month we had the second part of Jack Saunders' travels through Europe and this month we have the story of my August and September visit to Germany (and the Porsche Museum, again), and to France to attend the wedding of my friends Olivier and Marion Koen.

What defines a sentimental journey? I think Jack and I would say it is to go again to those wonderful places we visited before, and to see those people we met years ago. And these days, to see the children of those friends growing and achieving.

Me sentimental? Oh, yes. On some topics I am just a big baby. To visit with friends of many years, to walk around my old neighborhood in Heidelberg, and another visit to the Porsche Museum ... all set me up for deep reflection and a deep appreciation for what I must consider a fortunate life.

In this issue I will write about the recent trip. And next month we will review the trip to Rennsport Reunion in Monterey. Helmi and I are going and while there we will celebrate her birthday and the birthday of friend Ray Deschenes from San Diego who will be with us. Don Osborne is going too ... with some friends from the 356 club. We have plans to meet and do dinner.

It's not all about the cars. It's about the people, the travels, the art, the food, and the wine.

Wine?

Oh yes, there are a couple of wine stories worth telling. All about testing, tasting, and discovery.

Life is good. L'chaim.



Selecting the wine for the wedding of Olivier and Marion. We were unanimous ... no Beaujolais ... Burgundy please.



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



Bob & Laura Futterer

New Members:

Kristin M. Allen
Stephen Allen
Hampton, NH – 1990 944S2

John B. Clayton
Robert Clayton
Northborough, MA – 1987 944
Transferred from Northeast Region
Joined PCA 06/10/2011

Frank R. Crossman
Dover, NH – 1970 911

William F. MacDonald
Barbara B. Whitman
Lebanon, NH – 1990 944S2
Transferred from Connecticut Valley
Region
Joined PCA 09/01/1998

Edward A. Moschella
Weymouth, MA – 2012 Cayman R
Transferred from Northeast Region
Joined PCA 04/26/2011

Richard E. Parker
Greenfield, NH – 2006 Cayman S

John G. Pierce
Stratham, NH – 1991 911

Chris Ruggiero
Chester, NH – 2011 GT3RS

Member Anniversaries:

1 Year:

Gino J. Baroni
Salem, NH – 2010 Panamera

Curtis Britton
Katie Britton
Wakefield, MA – 2001 Boxster

Ben Bulkley
Durham, NH – 1986 911

Thomas D. Greer
Plaistow, NH – 1996 993

Marie M. Shea
Sebago, ME – 2010 Carrera C2

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

Robert W. Stewart
Wolfeboro, NH – 2009 Carrera

Michael Warren
Jennifer Goll
Mont Vernon, NH – 2008 Carrera

Robert E. White
Barrington, NH – 2000 Boxster

2 Years:

Michael E. Severin
Hudson, NH – 2011 911

5 Years:

Keith L Bazarneck
Susan Bazarneck
Mont Vernon, NH – 2002 911

Stephen M. Lefebvre
Susan Kelley
Assonet, MA – 2007 911

Ronald J. Mann
Concord, MA – 1990 944S2

Lewis J. Surdam
Toni Surdam
Milton, MA – 1995 993 / 2008 Cayenne
GTS / 2009 996 Turbo

15 Years:

Frank Sanford
Contoocook, NH – 1971 914 / 2001
Boxster S / 1988 944S2

Gabriel M. Thomas
Patricia Thomas
Londonderry, NH – 2006 Boxster S

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



Matt Romanowski

WIDE OPEN

After the Fall Rally, we'll be having our final DE for the year on October 11th and 12th...

Does everyone else feel that summer has gone by far too quick? I'm still trying to deny that fall is here, but I think I'm losing. We've had nights in the 40s, the river is almost too cold to water ski, and the NCR fall events are upon us. I couldn't believe they were here, but I had to send in our request for insurance, so I know they are quickly coming up.

The other major thing that tells me its fall is that we are starting to work on the winter tech and social season! I know it seems early, but the events can take some time to put together, work out the schedule, and get the tech flyer out to everyone. Right now, it's looking like it will be a very solid season with 4 or 5 tech sessions and a few social events. We have a couple of events that may turn out to be pretty neat for everyone. I think we'll have something for everyone this winter. If you have any events that you want included, please let me know. We are always looking for ideas and input.

We have some great events coming up very quickly too. This weekend (before you get this *Northlander*) we have a great wine tour put together by Social Chair Richard Willey. He and his wife Marilyn have organized a nice tour of some local wineries. I'm lucky that Xana doesn't drink much, so I'll have a designated driver - extra tastes for me!

After that, we'll have our Fall Rally coming up on October 2nd. Jim and Deb Gratton have worked out a great route through the Lake Sunapee area with the help of Edgar and Nancy Broadhead. I'm not sure of everywhere it will go, but I'm sure it will be a beautiful drive and a great stop at the end. I'm not happy that I'll have to miss it for my cousin's wedding, but I'm sure the great times will go on without me.

After the Fall Rally, we'll be having our final DE for the year on October 11th and 12th. I'm really looking forward to this event. I haven't been able to drive as much as I wanted this year, so this will be my last chance to get some laps around NHMS. I'm also excited to use my new data acquisition (an Aim Solo) that I got from fellow NCR member Jerry Austin. I used it in other people's cars at our September day and can't wait to see what I can learn about my own driving.

Also coming up in October is the Fall Get-A-Way weekend on October 21st through 23rd. The last I heard, we have over 26 people going! It's going to be a great time in Stratton, VT, with some good meals and a great bunch of friends. We are also

going to have a trip over to the Saratoga Auto Museum where there is a special display of Porsches including a 904, 906, 907, 908, 910, 956, and more! I'm really looking forward to seeing the cars and having a great drive through Vermont. I'm sure there will be a couple of stops for photos of foliage and back country Vermont stores.

After that, we have our Annual Banquet on November 5th at Cochecho Country Club in Dover. This is a great event every year and a lot of fun. It's a chance to meet up with some other members, hear some funny stories, and make new friends. I'm not sure of the whole program for this year, but I'm sure it will be good. Rich Willey is well into the planning of this day and I would bet that he has some tricks up his sleeve.

Wow, after looking at those events through the fall, I guess NCR still has some stuff going on! I hope to see you at an event and to be able to say Hi!





Mark Watson **MY SPIN ON THINGS**

... we needed to be towed in from the track. His comment was how much realism we put into the mentoring program...

Lime Rock:

Before the September issue of *Northlander* went to press, David Churcher gave me the opportunity to tell you about our Lime Rock event but I decided to hold the update for the October issue. To put it mildly, the weather gods were not kind to us and pounded us with **heavy rain** throughout the day. The event was summed up best by someone who shouted out to me on his way home 'Thanks, I feel like I just had a great day on my boat!' And let me tell you that in a heavy rain modern day Porsches (without rain gutters) allow a lot of water to cascade into the car. Only a serious DE'er would be foolish enough to drive around with their windows wide open in a rain storm so perhaps the Porsche engineers didn't worry about open window water management when they designed the cars. Most of our instructors tried to squirm and maneuver to avoid the torrent of water but in the end gave up and received a good soaking.

With all the rain, it was obvious that lines and speeds needed to be adjusted to allow for a safe lap. This was a day to not only demonstrate smoothness but to have good vision because you needed to determine where and how to cross the multitude of 'rivers' traversing the track surface. Safe driving required a tremendous amount of concentration and judgment to get around the course. We were accident free until the final 10 minutes of the final run group. In that short period of time, we had two separate accidents where a car spun off the track and hit a barrier. Both drivers were fine but the cars will need to spend some time in the repair shop.

Those of us who stayed for the CVR event the following day were rewarded with better weather but certainly not a warm, sunny day.

Watkins Glen:

As I mentioned last month, NER hosted a three day event at Watkins Glen in late August. Tom Harris and I caravanned to the track, dropped the cars in our garage and set up camp in Watkins Glen State Park. When we arrived back at the garage the next morning, Tom found a pool of shock absorber fluid all over the garage floor. He was not able to find a suitable repair option so he instructed for the day and then loaded the car back on the trailer and headed home. The DE gods can be so cruel at times!

The first two days were near perfect but day 3 was dominated by Hurricane Irene. Irene moved into the New England area and brought **heavy rain**, high winds and significant flooding. A few folks went on track but most either stayed in the garage or left for home. My student decided not to drive so I decided to drive home even though the weather was quite nasty. I managed to get back to NH in about 10 hours by driving north to take Route 90 past Syracuse and then south on Route 87 towards Albany. I was able to exit towards Boston just before the road closures started. I pulled off the highway at the Lee rest area to take a nap and awoke to a bright sunny sky. I was a bit confused at first and then realized that I was in the eye of the storm.... The remainder of the drive was uneventful and everything was intact when I arrived home.

New Hampshire Motor Speedway:

I am writing this article on September 18 (3 days after our 15 Sept event at NHMS). It is a beautiful day; sunny and dry. In fact the entire week was great with the exception of the **rain** which fell at NHMS on the 15th! I don't know about you but I've had enough practice driving in the rain for one season. The track was especially slippery in turns 2b and in the turn 11/12 sequence. I was reminded of driving on a 'figure of 8' skid pad: turn, slide, catch and continue; great fun in a big parking lot but a bit more interesting on the track with walls, curbs and other cars around. We had a few spins but no bent metal so congratulations to all of the drivers for managing their cars so well.

I was mentoring one of our prospective instructors when something in my shifter failed and we needed to be towed in from the track. His comment was how much realism we put into the mentoring program.... Did I mention the cruelty of the DE gods?

We hosted a wine, beer and snacks party after the track closed. Everyone seemed to have a great time while I was working under the car to see if a repair could be made so I could drive the following day at the NER event. Wire ties can work wonders even if only for a few sessions!

continued on page 34...



Judy Hendrickson **LOOKING BACK**

... this Parade had as a highlight session an appearance by Mr. Derek Bell ...

There was no *Northlander* for October 1981 or 2001, so I turn my "looking back" eye to the September/October 1991 issue. I believe Ivy was going to share more about this year's Parade in Savannah, GA with us in this 2011 October *Northlander* so I thought it appropriate to share the Parade recollection (Danvers, MA, 1991) from former NCRer (and past Treasurer) Jim McDonald (still a PCAer but now residing in Colorado Springs, CO/Alpine Mountain Region). Jim's focus is on some of the lesser covered activities at Parade, but ones that also make it a unique week every Porsche owner should experience at least once, or like some of us do – annually.

From Volume XIV, Number 5, September/October 1991

PARADE NOTES

By Jim McDonald

The Tech Session

Throughout Parade week there are a number of meetings, called Tech Sessions, on various subjects of interest. Discussions such as "Air Bags, Alarms, and On-Board Diagnostics", (given by PCNA), "Give Me a Brake", "Software: Hard Performance" and others were heard. Discussions from the Technical Tire Panel to seminars on improving club newsletters provided a constant exchange of information.

This Parade had as a highlight session an appearance by Mr. Derek Bell, the winningest racecar driver to ever drive for Porsche. The session started with a half hour of film clips of in-car footage of Porsche racecars going around the various European circuits. Spectacular and breathtaking, it culminated with a lap of LeMans filmed before installation of chicanes on the Mulsanne Straight. Top speed along that stretch in the Porsches reached an incredible 246 mph!

After that warm-up, Derek came out and spoke on his driving career for nearly an hour, concentrating on his early driving days. The only active driver left who campaigned in a 917, he described the seminal Porsche victory at LeMans in 1971. An excellent speaker, Derek kept the audience spellbound and in stitches for the entire speech. With Derek was Mr. Kenneth Gunner, builder

and campaigner of the new Porsche 966 Spyder, which Derek is currently driving. Kenneth described how IMSA rules changed about two years ago and how he took advantage of the rules change to reduce the weight of the Porsches. Weight being of major importance, every possible measure has already been taken to lighten the Porsche 962s. But under the new rules, an open cockpit is possible and the entire windshield, roof and door assembly can be eliminated. This saved about 75 pounds, although with different displacement engines receiving different handicaps, the net result was something less. Initial results have been very promising, with the 966 running as high as sixth at its first outing earlier this year at Daytona.

Emphasizing with pride that the 966 is an American-built Porsche, Kenneth noted that he had the resources to manufacture the composites used in the 966. The parts are straight off the Porsche parts truck and are pure Porsche racing parts. He replied to a question that construction of the 966 cost about \$400,000.00 as he built it, and that if one were built as a customer car, delivered price would be \$1,000,000.00.

Kenneth feels he is just beginning to sort out the engineering details of the 966 and that there is much improvement that will be realized over the next months. Both he and Derek were very enthusiastic about the potential of the car. In closing, they said to watch for an aggressive campaign over the coming year with an all-out, two-car effort to win next year's 24-hour endurance race at Daytona.

The Goodie Store

One of the favorite activities at every Parade is a trip to the Goodie Store. This is where you can get all your Porsche accessories, memorabilia, etc. And parts for your car too.

This year's Goodie Store was no exception. Chocked full, it contained the mandatory stock of Parade T-shirts, hats, shirts, scarves, sweatshirts, shorts, sweaters, and many other clothing items, all with Porsche related embroidery and/or emblems. Want a tie with the Porsche crest? Your choice: navy blue or maroon. Need glassware for your bar? Go no further. Official factory key chains, pens, luggage and more were in plentiful stock. A wide range of model cars was available: buy a kit and customize your own, or get one ready to display.

This year's specialty was a personalized coffee cup. Bring in your favorite Porsche photo, and they would transfer the image to

decorate a coffee cup. And of course, there were note cards, patches and stickers galore, and choices of Porsche themes, PCA, or the Parade logo. Selection was not limited to accessories. For the 911 owner, lots of struts were available to replace the rear deck strut that's always failing. Hub covers in chrome or black and colored crests were plentiful. There were RUF wheels, factory tool kitpouches, all kinds of car care products, and a RUF whale tail lip. You could even pick up a heater box for a 356.

One long aisle contained all kinds of books with Porsche themes, with almost every title imaginable. If you wanted it, this was where to get it. Derek Bell's new book, *My Racing Life*, was available in quantity, and during the week Derek himself was available to autograph it for you. Jay & Matt's Spontaneous Dinner: Capitol Edition

Jay and Matt are taking their Spontaneous Dinner to Cheers in Concord for an evening good food and even better company. It is located on 17 Depot Street and their number is 228-0180. RSVP to president@ncr-pca.org, but feel free to show up at the last second if you want. All are welcome!

All in all, to go through the Goodie Store is like taking a kid into a toy store: Christmas in July! It's a must for anyone who ever attends a Parade.

The Art Show

No Porsche Parade is complete without an art show. This year's show had participation and entries from all over. Zone 1 was well represented, with the bulk of entries coming from Northeast region. The art on display highlighted talents across

a wide range of areas, and the quality of the exhibits was universally good. Although there were two divisions, amateur and professional, one had to read the information card closely to tell in which division a given art piece was entered. Several oil paintings were on exhibit, as well as drawings, both pen and ink and pastels. Different types of sculpture were displayed, from silver jewelry to brass plaques to woodcarvings to transmission case coffee tables. I particularly liked the quilt that incorporated as decorations patches from past Parades (it was awarded a ribbon).

The largest category of exhibits was photographs, which included five entries and two ribbons by our own North Country participants. Linda Morse won recognition with her portrait of a whale-tail 911 in a field of wildflowers, titled *Off Course*. Bill Tossavainen won in the professional category with his photograph of Doug and Judy working on their 914-6, dismantled on their lift. Titled *My Neighbor's Garage*, it fully conveyed the feeling of what is involved in preparing a car for show. Congratulations to both of our North Country photographers for their award-winning efforts! Watch out for these photographers in this year's NCR photo contest!

As I left the show, I returned for one last look at the Best in Show winner, a color photograph by Tim Bradley of Santa Barbara Region. Titled *Like a Bat Out of Hell*, it was one of the famous Pacific sunsets, blood red sky with a fat, golden sun, and silhouetted against it a 911, featureless except for head-lights like blazing red eyes, coming right out of the picture towards you with every intention of capturing your heart and driving away. The essence of the driving experience.



NCR FALL RALLY

- WHAT:** Gimmick Rally
WHEN: Sunday, October 2, 2011
WHERE: Lake Sunapee area



Save the date and plan on joining us. Foliage should be nearing peak in this area and there are some great roads with great views.

Look for further details (time, starting location, destination restaurant, etc.) in September on the NCR website (www.ncr-pca.org).

Contact: Jim and Deb Gratton, (207) 985-2999, rally@ncr-pca.org

Anticipation – a “Newbie’s” View of His First DE

Story by Richard Willey

Rain! Lots of rain.

Driving west on Sunday it was misting and overcast most of the time as we wound our way through southern Vermont and northwestern Massachusetts searching for fun roads for our Fall Weekend Get-a-Way tour on Saturday Oct 22nd. We found several, as well as some excellent places to visit along the way.

But I digress. My mind was on my first ever DE. Lime Rock Park. A place I have visited several times to watch SCCA, Grand AM, Trans AM and other races but had never set foot or tire on the track. I could not stop thinking “what was this going to be like?” Nothing in my experience had really prepared me for DE. Was this a foolish adventure? Was this a mistake? Will I embarrass myself?

After spending a sleepless night with relatives, I was awake at 4:30AM and on the road by 5:45AM heading south to LRP. Marilyn wasn't going to sit around in the rain all day so I was on my own. It had rained all night and it was still raining lightly. This is starting to feel like a mistake.

But the first people I saw were Joe and Lisa who were doing waiver signatures at the entrance. Familiar faces were what I needed and there they were.

In the paddock I parked next to another Cayman and the driver and I immediately began to talk about the day (his second DE) and what driving in the rain would be like. Then Jay G. showed up as he was the other driver's instructor. Another friendly face! Pretty soon Ron arrived with his Audi TT (we had met at previous tech sessions and social events) and parked next to me. I was anxious but feeling more comfortable. After taping on numbers, covering headlights, and putting in the tow hook (hope I won't need that!), it was time for tech inspection, license and membership verification, wrist bands and driver meetings. There were lots of LRP first timers. Steve's talk about LRP's history and Paul Newman was memorable.

Where's my instructor? I'm looking for a yellow Lotus and its nowhere to be found. But soon I hear “are you Richard” and Jim ambles over to say hi. He drove his Nissan GTR (more on that later) instead of the Lotus. After a discussion of terminology and what he wanted me to do on the first run, it's almost time for the Green run group. Bathroom time first.

Can't get the helmet buckled. Where's the seat belt? Is the seat in the right position? Should I have changed tire pressure? God, it's time to go! And it's raining HARDER!

Me: “Jim, do you want to drive the first few laps to show me the line?” Jim: “No, let's just go do this...”

We're off. Engine noise at 5500 RPM. Tires droning in the rain. What's Jim saying? Don't follow the car ahead. Stay wider here. Hit that apex. Miss that standing water. Lift at the top of the hill for an instant. Brake later.

I'm thinking: What the hell do you mean “brake later”?! Holy cow that retaining wall looks close. I'm doing 85MPH in a deluge. I thought tires hydroplaned at 55MPH. Am I sliding? Was that a blue flag? Was it for me or the car ahead of me? That apex in the beginning of the S's is hard to hit. What do you mean that's the checkered flag. It can't be. I just got out here.

Back to the paddock. The car ran great, no missing parts, no dings, no close calls. No offs. Adrenaline is wearing off. Call Marilyn to tell her I am safe and whole. Can't wait till next run.

But first Jim lets me ride along for some laps in the Red run group. Nissan GTR, 4 wheel drive, turbo. A rocket ship in the hands of a master. Did I mention it was pouring down in buckets? We were passing everyone everywhere. Instant acceleration. Throttle steering – no problem. Jim kept saying he couldn't really show me what the car could do because of the conditions and I'm thinking that I will have to shorten my suits because my spine is permanently compressed. But it was fantastic to see what an accomplished driver can do with a wicked car in wicked conditions.

Next runs got wetter and wetter but driving became smoother. I actually saw the flaggers now without thinking about it (yes the starter is pointing at me to put my windows down). I was more consistently hitting the entry and exit points (but never easily). There was standing water in each apex and rivers running across the course. Mist off the car ahead makes it hard to see. But I only cared about driving a good line and not pranging the car on the last run.

Success. Runs are over, no damage. I passed some cars on each straight, but was passed a lot more. That Subaru WRX and Audi TT can't be legal...what were they doing in the Green run group? Jim thinks I did well for first time out. Says I need to be faster off the apexes!

Time to pack all the wet stuff, strip the tape off and head north. Hey Biff, I made it. Thanks for the encouragement/tenacity. I'm still doing laps in my dreams.

One of the best feelings of the day was when Jim and I were headed to the control tower to get a log book and Steve G. welcomed me to the DE fraternity. Still only a pledge but it felt great.

Anyone got a trailer for sale? Just kidding....for now!



4th Annual

Porsche of Nashua presents the Octoberfest Autoshow

To benefit Easter Seals New Hampshire



Sunday, October 2nd 2011, Noon to 3pm

Rain date:

Sunday, October 9th

at **Porsche of Nashua**

170 Main Dunstable Road, Nashua, NH

To pre-register, call:

603-595-1707

email:

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www.eastersealsnh.org/events

NEW

(scroll down to Octoberfest Autoshow)

Porsche of Nashua is hosting their fourth annual Octoberfest Autoshow to benefit Easter Seals New Hampshire. Stop by to check out the hottest cars around! **For a \$25 registration/ donation fee, you can enter and display your unique "award-worthy" vehicle for all the world to see.** All automobile makes and models are encouraged to enter!!! Trophies will be awarded for "best in class" and "people's choice."

- Classic & exotic vehicles on display
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Porsche Parade, 2011

Story by Hank Cowles & Photographs by Ivy Cowles



Hank and Ivy pose with Ulf Thomas and the 1967 Rallye Porsche at Savannah.

Five AM. We were due on the grounds of Forsyth Park for the 2011 PCA Savannah Parade Concours d'Elegance in two-and-a-half hours. We got up and dressed as quickly as possible, got in the truck and drove over the Talmadge Bridge to the Convention Center to swap the Ford diesel tow vehicle for our 1967 Rallye-built 911 trailered down from New Hampshire.

Our journey had begun four days earlier. Packing clothes, snacks, cleaning products, three sets of wheels and tires, washing the car and finally – much later than hoped - Thursday night loading the car onto the trailer for the long drive to Savannah. We had set departure time at 4am Friday, and remarkably were out of the driveway only five minutes late. Plans were to drive ten to twelve hours, but the weather was good, traffic light and peanuts, popcorn and Five-Hour Energy kept us on the road for 16 hours to an enroute Hotwire reservation at an Econo-lodge in Florence, SC.

A little sleep, a few little bugs, and it sure was good to be back on the road the next morning! Just after noon we pulled into the Marriott, stepped out of the truck into the one-hundred degree heat of high summer in Savannah, and checked into our room. Within an hour Ivy and I and our sixty feet of truck and trailer headed across the river to the Convention Center.

The Convention Center is a wonderfully modern facility on Hutchinson Island, accessed by the Talmadge Bridge (an impressive cable-stayed bridge similar in design to the Zakim Bridge in Boston) or by water ferry from downtown Savannah. The facility has over three-hundred thousand feet of space, of which the one-hundred thousand square foot exhibit hall was reserved for Concours prep.

Air conditioned Concours prep, by the way.

So we unloaded the car, drove into the hall, took up our 30 x 15 taped off prep area and began to polish and buff and q-tip and vacuum. Well, we tried to, but it is unavoidable that time is also invested in meeting other exhibitors, seeing their cars, seeking advice and offering some, borrowing and lending bits and supplies, and all the other things that happen within the Porsche community that makes the experience so special.

After a brief refresher course from John Paterek – John had offered direction at the Zone 1 Concours in May - I set about polishing our car. Head down, swatch of old cotton towel in hand, I had just squeezed off a pea-sized dab of Blue Magic and was about to add a little P21S cleaner when a voice asked if I could describe what I was doing. I looked up into the lens of a Sony cam in the hands of Ulf Thomas.

Ulf and his crew partner Wulf Sager were filming an independent documentary on the Porsche Club and had been interviewing a number of attendees. Ulf and Wulf spent another ten minutes filming our continuing prep effort, another fifteen minutes interviewing Ivy and me, and then asked if we would join them on a rolling over-the-road shoot of the car later in the week. 'Yes!' seemed an appropriate reply.

It was past midnight on day one when we decided we had had enough and headed back to the Marriott.

Day two dawned too soon and after a quick breakfast at the hotel we arrived back at the Convention Center for more scrubbing and polish. We pulled wheels and began cleaning the undercarriage, but before we knew it we were again approaching midnight and needed some sleep before our first parade Concours d'Elegance.

The drive over the bridge from the Savannah Convention Center to Forsyth Park took a bit longer than expected. We were scheduled to arrive at the Park at 7:30am but I hesitated to push the speedo past 30 MPH. Every bump resulted in a gut-wrenching tire sawing sound: we had been unable to resolve a rear fender clearance issue with the 7R Fuchs and vintage Dunlop M500 racing tires mounted for the show.

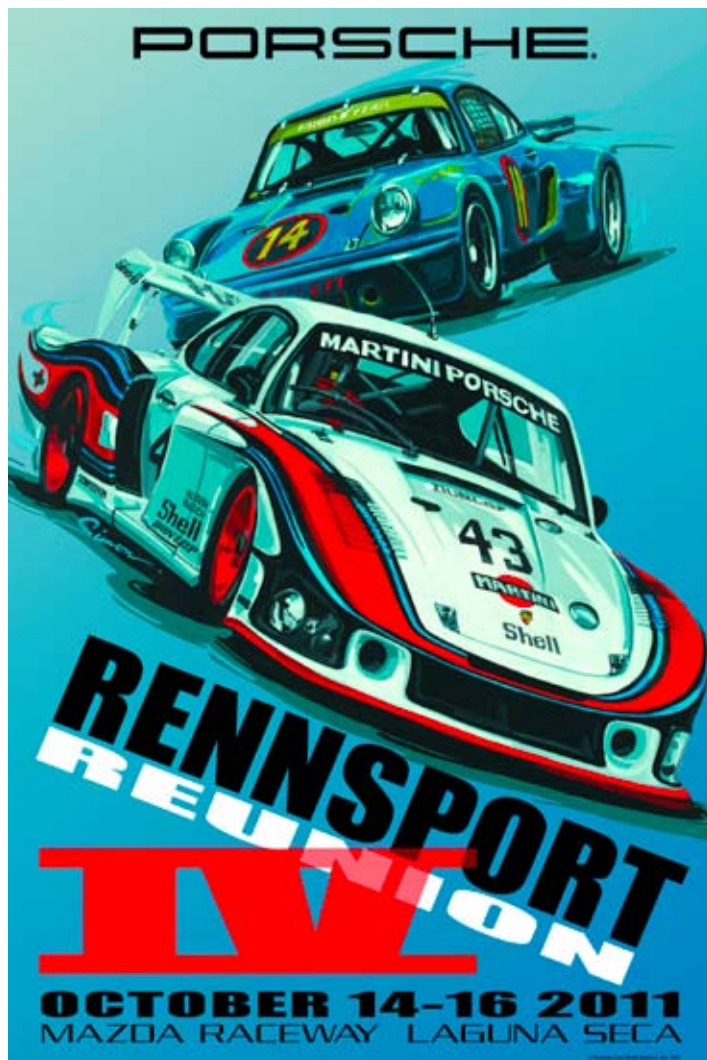
Fortunately it was only about ten miles from Convention Center to Forsythe Park, and despite being a few minutes late took up our spot with our fellow Performance Group exhibitors. We were slotted between a heavily modified 914 racer and an R-Gruppe 911T. An outstanding 904, Ed Mayo's (Maverick Region) '67S and Jeffrey McFadyen's stunning '57 356A Renegade made up our Street Modified/Full class.

Judging began promptly at 9am, and within 45 minutes the group of five judges and timer, led by Pete Trumper, had made their way to our car.

If you have never participated in a PCA Concours event, it goes something like this: a group of scientists under the guidance of a research administrator collect around the front bumper of your car as if they were about to dissect an alien vehicle. With all gathered tightly in a circle, the administrator engages in conversation with the owner extracting interesting and relevant tidbits of information, knowing nods and 'umms' from the group acknowledging worthiness of the entry. After suitable information has been gathered, the team leader breaks away and slowly, very slowly, circles the car, occasionally squatting to perfect sightlines. He then returns to the group and asks the owner to open anything that will. A glance at the timer is enough to start the process in earnest, and the group splits up to inspect their assigned compartments and areas: exterior, interior, engine compartment, storage and wheels, and chassis front and rear.

Each judge has a score sheet for their respective area, and evaluates the car for cleanliness, completeness and depending on judging class, originality, taking notes and pointing out discrepancies. Points are deducted from 'perfect' scores for shortcomings such as missing parts, dirt and dust. After precisely five minutes, the process ends and the group moves off to the next subject car.

Scores are tabulated after the fact, and announcements made over the loudspeaker as each class scores are posted. We were thrilled to see our total of 291.6 out of a possible 300, good enough for second place in our class.



Porsches on parade at Parade.



Autocross #6, September 11, 2011

Story by Joe Kraetsch, Photographs by David Churcher

The NCR autocross season finished in style with a great event on September 11th. We had beautiful weather with temperatures in the 70's. Fifty-nine drivers were treated to a fun course by Scruffy and Chris Darminio. Timing and scoring worked smoothly with a minimal number of reruns. We finished ten runs and were packing the trailer by 4pm.

The closest race was in the Strict Stock class where Mike Stukalin found himself in third place after the morning session, $\frac{3}{4}$ of a second behind new member Ed Moschella. But Mike came roaring back to win the afternoon session by $1\frac{3}{4}$ seconds for a 1 second win on the day. Meanwhile Neil Halbert, although on street tires, gave Georges Rouhart quite a challenge in the Production 4 class. Elsewhere newbie Matthew Malone dominated the Porsche Novice class while Ryan Kaiser dominated the non-Porsche Novice class and Chris Fahy rode his brand new Hoosiers to a convincing win in P8.

There were a couple season champions determined by this event but all the season champions won their classes on this fine day. The autocross season awards will be presented at the Annual Banquet at Cochecho Country Club in Dover, NH on November 5th.

Congratulations to these 2011 class champions:

2011 Autocross Class Champions

Mike Stukalin	Strict Stock
Joe Kraetsch	Productions 2
Mark Schnoerr	Production 3
Georges Rouhard	Production 4
Bob Canter	Production 6
Ollie Lucier	Production 7
Chris Fahy	Production 8
Scruffy Lefebvre	Improved
Akira Mochimaru	Modified

I would like to thank the entire autocross staff for all their work to make this one of our best autocross seasons ever: Ed Broadhead, equipment and safety; Ollie Lucier and Chris Jacques, timing and scoring; Judy Hendrickson, insurance and administration; Chris Darminio and Scruffy Lefebvre, course design, Mark Schnoerr, Novice captain; Suzy Kelley, registration and grid; but most of all Lisa Roche, registration, timing and scoring, planning, preparation, packing, work assignments, heat splits and tons of other behind-the-scenes help. Thanks also to all the participants and volunteers who helped all our events run so smoothly.





The New Porsche 911

Text & Photographs by Presse Porsche



Porsche's crowd-puller: The new 911 Carrera

With the new 911 Carrera, the next completely redeveloped generation of the sports car classic by Dr. Ing. h.c. F. Porsche AG, Stuttgart, celebrates its world premiere at the 2011 IAA Frankfurt Motor Show. The sports car icon is stepping into the limelight with its flat, stretched silhouette, exciting contours and precisely designed details, yet from the very first glance it remains unmistakably a 911. True to the 911 tradition, the distinctive Porsche design language with its tendons and muscles exudes power and elegance. The 100 millimetre (3.94 inch) longer wheelbase and reduced height combined with the up to 20-inch wheels underpin the athletic appearance.

Setting the standard in its class, as it has for generations, the new 911 raises the performance and efficiency bar yet again. All Coupés get by with significantly less than ten litres of fuel per 100 kilometres. Fuel consumption and emissions are up to 16 per cent lower compared with its predecessor. The Carrera with the new 350 hp (257 kW) 3.4-litre boxer engine and optional Porsche Doppelkupplungsgetriebe (PDK) consumes a mere 8.2 litres per 100 kilometres based on the NEDC – 1.6 l/100 km less than its predecessor. Also, at 194 g/km CO₂, it is the first Porsche sports car to make it below the 200 g/km mark.

With the Carrera S as well, with its 3.8-litre boxer engine and what is now 400 hp (294 kW), fuel consumption when paired with the optional PDK is reduced by 14 per cent or 1.5 l/100 km to 8.7 l/100 km despite 15 hp (11 kW) more power. That equates to CO₂ emissions of 205 g/km.

The all-new, lightweight body is an intelligent aluminium-steel construction. It is responsible for a significant proportion of the weight reduction of up to 45 kilograms. New active control systems elevate driving dynamics to an unprecedented level. The new electro-mechanical power steering offers Porsche's typical precision and feedback, and also helps to economise on fuel. Moreover, the world's first seven-speed manual transmission is featured as standard. Additional systems and functions such as auto start/stop, thermal management and electrical system recuperation further enhance the new Carrera's efficiency.



Also celebrating a world premiere at the 2011 IAA Frankfurt Motor Show is the Panamera Diesel, the long-range cruiser in Porsche's Gran Turismo stable with an impressive turn of speed. With a range in excess of 1,200 kilometres on a full 80 litre tank, it is a good bet as a distinctly economical GT saloon thanks to its fuel consumption of only 6.3 litres of diesel per 100 kilometres based on the NEDC with optional low-friction tyres. The new Panamera Diesel is powered by a smooth-running, three-litre V6 250 hp (184 kW) engine and a brawny maximum torque of 550 Newton metres. Power transmission is handled by an eight-speed automatic transmission.

With the 911 GT3 RS 4.0, which is making its debut in front of an international public in Frankfurt, one of the most popular, coveted and successful Porsche racing pedigree production cars is entering the home straight. Limited to 600 vehicles, the 911 GT3 RS 4.0 brings together in a road car all the attributes that have made the Porsche 911 GT3 a serial winner on the race track. The four-litre displacement sports engine, the largest engine ever used in a production 911, produces 500 hp (368 kW). At 125 hp per litre, the engine is also the most powerful naturally aspirated engine. This propels the 911 GT3 RS 4.0 around the Nürburgring-Nordschleife circuit in 7:27 minutes.

The Cayman S Black Edition limited to 500 units is also celebrating its debut in Frankfurt. The all-black, mid-engine Coupé boasts even better performance than the Cayman S and offers especially lavish equipment. The Cayman S Black Edition is powered by a 3.4-litre flat-six engine with power output increased by 10 hp to 330 hp (243 kW). The greater power feeds directly through into the two-seater's performance. The acceleration times from nought to 100 km/h (62 mph) are improved to 5.1 seconds with the six-speed manual transmission and to 5.0 seconds with the optional Porsche Doppelkupplungsgetriebe (PDK).

The world premieres are accompanied by two vehicles, which provide impressive proof of the tradition and future of Porsche Intelligent Performance. The Boxster E and the legendary "Semper Vivus", the world's first fully-functional, full-hybrid car. The Boxster E, with one electric motor apiece on front and rear axle, runs on purely electric power with four-wheel drive and is equivalent to a Boxster S in terms of driving dynamics. Together with two other Boxster Es, in which an electric motor drives the rear wheels, the prototype is being used to explore the everyday practicality of all-electric vehicles and how they are used, especially in terms of driving and battery charging.

The faithful reconstruction of the "Semper Vivus" pays tribute to the visionary invention of Ferdinand Porsche, who in building it in 1900 created the first ever functional vehicle with a series hybrid drive. The faithful replica, the visionary design of which impresses to this very day, was the outcome of a collaboration between Porsche Engineering and Karosseriebau Drescher, a coachbuilding company based in Hinterzarten (Germany).

Hunt & Seek, Vineyard Tour

September 24, 2011

Story by Rich Willey, Photographs by David Churcher



No it didn't rain!

What started as a gloomy, overcast and wet day turned into a sunny, warm and especially fun Saturday afternoon for the 24 folks who participated in our southern New Hampshire winery exploration.

Beginning in Exeter and Londonderry, with each participant having a route sheet to an undisclosed destination, the run kicked off at 12:30 and in about a half an hour folks had arrived at Zorvino's in Sanborn, NH. Edgar and Nancy beat us all there and they drove the farthest! New acquaintances Peter Roessiger, Rob Hanna and Roxanne Holmes found their way to Zorvino's too. And Steve Ross and Sara Kearney joined us from NER. Welcome all. It was great to see new faces at the event.

After sampling the various grape and fruit based wines in their newly renovated tasting room, the owner, Jim Zanello, gave us a low-key tour of the winery including his banquet facility and landscaped gardens. It's a terrific sight with potential for other NCR events.

With new route instructions and many newly purchased bottles of vino in our trunks, we headed for undisclosed destination #2. Rich lead the way as we headed through Sanborn, Danville, Kingston and finally arrived in South Hampton, NH. A fun, 35-minute drive on the twisty roads of southern, NH, with only one wrong direction. Hey, we NCRers can figure out stuff on the fly.

We were greeted warmly by the owner of Jewell Town Vineyard, Dr. Peter Oldak and his staff, in their tasting room; a rustic barn in the middle of their vineyard, with plenty of indoor and outdoor seating, an art gallery and very interesting wine selections. After many tastings and good Porsche conversation we loaded up our purchases and headed out with another route map

to undisclosed location #3. By now we were attracting some attention as people would stop and waive along the route. It's not often you see a 356 Cab, Boxsters, Carreras, 996s, Caymans, a 944, etc. along with a MINI, a Miata and a pick-up truck all moving through the back roads of New Hampshire together. (So who was driving a pick-up truck in an NCR event? Any guesses?)

Matt was in the lead but Edgar and Nancy soon decided to take the short route and they were the first to arrive. Everyone else stayed with the longer route and it was an adventure, as in downtown Exeter we found our route blocked by a fire truck. As the cars queued up to hunt for a detour, Hank ducked down a side street followed by our Porsche caravan and we were back on track.

Traveling through East Kingston, Kensington, Exeter and Epping, this 40-minute leg of the journey took us to Flag Hill Vineyard and Distillery in Lee, NH. Unfortunately we were not greeted as warmly as previously, as the owner refused to acknowledge that one of his staff had been informed that a group of NCR members would be visiting that afternoon. Seemed he was concerned about us taking space away from his normal walk-in clientele. After declining to pay for a "private tour and tasting," which would take 45 minutes to arrange, a few members did sample some of their wine or spirits at their wine bar, but quickly left. Some folks headed home, while others gravitated to the Holy Grail in Epping for some "spirited" conversation and good Irish food. All-in-all, the First Annual NCR Winery event was a fun day.

Hope you join us in 2012 as we explore other wineries and perhaps breweries in New Hampshire!



Larz Anderson PorscheFest

Photographs by Toni Surdam



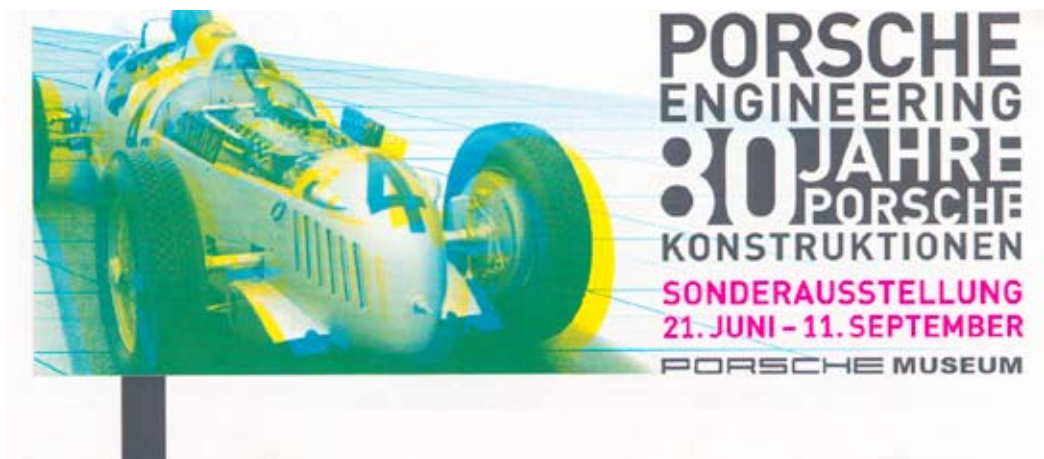


Toni's sharp eye, and sharp Canon, caught these Porsche beauties at the Larz Anderson show September 9th. They are affectionately known as: Canon fodder.





Photo by David Churcher at the Porsche Museum August 2011



Sentimental Journey

Story & Photographs by David Churcher

The opening photographs for this article are the Porsche Museum. It does not matter how you look at this building, or from where you look at it ... it is a magnificent piece of design and structure. I have now been fortunate enough to visit the (new) museum two times. I think a third time might happen next year.

But this story is not just about the museum and the cars. There is more. Friends, art, food and wine.

I am fortunate to have many friends in Europe. I met them some 12 years ago while I lived there and some of them have been to visit us here in the USA. Indeed Tibo, see his photograph, was born here in the USA while his parents Wolfgang and Cecile were on assignment in Virginia. Gudrun was my neighbor in Heidelberg and has been in the USA many times. This year Gudrun and Peter decided to get married and my Plan A was to be there in July for their wedding. But my recent drama had me nervous and cautious. In August Olivier and Marion decided to get married and also decided to go home to France for the event. Could I make it? After some consultation with my doctor and myself I decided I would. And as Olivier noted: his Dad is a doctor and his Mum is a pharmacist. I was covered.

But to go only to France is impossible. I had to go, again, to Germany.

Gudrun picked me up in Frankfurt at 6:30 and we were in the apartment by 7 sipping wonderful German coffee. Apartment is perhaps a misnomer ... it's more an art gallery :). Gudrun and Peter have 150 square meters (about 1500 square feet) on two levels plus a roof garden. Most walls are covered with paintings made by Gudrun and I was thrilled to see one wall reserved for a Heidelberg photograph I made in 2000.

We had three days together enjoying art, exhibitions, and Peter's great cooking. And then on to Heidelberg. Gudrun drove me down to meet up with mutual friends from the old days ... Karsten and Moni and their two children, Laura and Tom.

Sunday Karsten and I headed off to Zuffenhausen and the Porsche museum. Karsten was not particularly a Porsche buff before this trip but the tour in the museum with the audio aid introduced him to the world of Porsche. He was thrilled. We arrived back in Heidelberg for dinner and in time to see Mark Webber come in second at the Spa Francochamps F1 race.

So what does a sentimental photographer do on a second visit? He takes some of the same photographs yet again ... partly hoping to adjust for the tricky lighting and the photographs taken there before which were not so great. A few new exhibits were on show. The featured exhibit was industrial design by Porsche. This exhibit included designs done on assignment for Mercedes and VW and Audi. It included underwater transport devices, a BBQ for an Australian company, and the note books from Ferry Porsche. It was worth seeing but me being me expected more. I am not disappointed. I just know there is more.

While shooting through the window of the workshop restoring racing Porsches I was approached by a young man who recognized my D3 ... in limited English he noted he did not

have a camera but would I be kind enough to send him some of photographs I took. He had made his way from Bulgaria ... a pilgrimage ... to the Porsche Museum. Friends commented to me he had probably spent most of his savings, or thumbed a ride ... it would not have been easy. So, yes .. I will pass him some photos. And a *Northlander* too.

Walking through Heidelberg is the same experience as walking through Launceston Tasmania. This is "home" and I am happy here. Strange feeling to watch the many Chinese and Japanese tourist enjoying the place and thinking to myself: I am NOT a tourist.

The time in Heidelberg was all too short. I did meet with some colleagues from Heidelberger Drucke, at the PMA bar ... sentimental again. Old friends, the Goetz horse statue, the nude photos on the wall, the Spanish wine. It may be a few years between visits but it is nice to find familiar items in their place.

Time to depart for the next adventure. Karsten and Tom and I had lunch at the Markt Stuble (local pub) just down the street from where I lived. We had an hour or so before my train left. Ah ... so many memories and emotion. At the train station Tom wanted a "high five" and the first one was not enough impact for him. So we did another. Yo ... Tom ... see you next year.

The ICE train is great ... just make sure you get the right train or you will be many kilometers from where you wanted to be. I made it to Mainz ... platform A and B were confusing ... but .. we made it. I arrived in Gensingen and Cecile was there with Tibo to meet me.

Amazing how 18 months can dissolve. There was my friend as if it was yesterday. For those of you who have visited my apartment ... Cecile's photographs are the two on the wall parallel to the river. The 2009 family photo of Cecile, Wolfgang, Alicia, and Tibo is on my web site.

Once home Alicia was in from school ... she was born in Germany, had three years in USA, and now at five years old will talk to you in French, or German, or English. Your choice.

Next morning I was reminded, again, why Europe is so special. I arrived in the kitchen about 8am, Cecile greets me with "Bonjour, David", kisses me ... and pours me a wonderful coffee. C'est bon. Mais oui. C'est magnifique.

Our friend Jean Marc was coming up next day to meet us, a reunion, he was just back from China. We would have a special dinner and some special moments. Wolfgang did a BBQ of German sausages and he had a "special" wine for the evening. David was to figure out what it was.

The carafe arrived, Wolfgang poured a half glassDavid whiffed and said: Spanish? Yes!

It's Rioja. Yes!! 2003? No ... 2005!! All good fun but not as impressive as it might first seem. Rioja is very distinctive and I drink it often enough I can't mistake it for Shiraz.

Jean Marc and I departed next day for the trip to France ... and the wedding of Olivier and Marion. We departed with many hugs



and kisses as Europeans do. It was, for me, a peculiar feeling. Back again. Leaving again. Happy to meet, sorry to part, happy to meet again. But the parting gets to me.

As we headed up the autobahn toward La France I was struck, again, by how familiar this landscape is. Jean Marc was driving his Mercedes C class ... in the old days we headed to Lyon and Beaune in his Ford Ka. We both have lost some hair over the years since then ... but the pleasure is the same. But now we have Jacqueline with us. She is the French lady on the GPS ... svp à droite ici ... oh, sweet. Once we arrived in Luzarches (35 Km north of Paris) it was time for another farewell. I had only an evening and a day with Jean Marc ... we did lunch in Metz ... escargots, steak au poivre, crème brûlée just as in the old days. But now I was arriving at the home of Olivier and ready for the wedding. Jean Marc was off to Paris to his brother and then on to Bordeaux to visit his mother. Another happy to meet, sorry to part, but happy to meet again. And ... Jacqueline was going too.

La Maison Koen ... oi ... three floors above the basement and all built with stone (Meulière). which was mill stone ... built in 1903. The top floor is (Olivier's brother) Edouard's masterpiece ... a home theater ... Denons and Onkyos all over. The movie plays and the cat goes nuts. The basement is Dr. Koen's wine cellar ... and storage for old Denons.

My French hosts were magnificent beyond belief. While Olivier panicked over his coming wedding and missing shoes, shirt, and suit, Mme Dominique Koen poured coffee, Dr. Koen opened bottles and talked wine. I was in a happy place. And ... next morning Olivier and I headed off in the family VW to get the balloons and Helium for the wedding. The GPS kicked in ... et voilà ... ma chérie Jacqueline!

The panic over shoes and shirts continued. Mme Koen continued to serve wonderful coffee and at breakfast ... jam and croissants. Germany, France ... and perhaps Italy ... have the best bread in the world. And the best coffee. Dinner was a paté with chicken and Armagnac served with a pepperoni sauce. But don't indulge too much in the paté ... main course follows. And then Dr. Koen ... brought up from his cellar some magnificent pieces. Do I have space enough here?

A sample from the south west of France ... Cahors.

And then, about midnight ... a 1971 Cognac.

Where is heaven? In La France.

I don't have enough space here.

Wine stories. Dr. Koen had a neighbor who was an agricultural engineer specializing in palm trees. He got bored with palm trees and went in to grapes. His first years were difficult and supported in part by the purchases by his neighbors. One day he "got it right" with a beautiful drop, Coteaux Du Layon, which was later picked up by a famous chef and the rest is history. But Dr. Koen had a bottle. Sweet, similar to a Sauternes ... better ... lovely. There is none in the USA, as far as I know, other than the bottle on my rack, a gift, reserved for a future special moment.

The wedding ... Olivier found his shoes, his shirt, his shoe laces ... and all was well. Once at town hall he relaxed. Friend Greg arrived from the USA after an overnight flight and a seven hour layover in London ... and in time to be witness. It all fell in to place. And next day ... brother Manu took me to see Chantilly ... the place famous for lace, whipped cream, and horses. In the evening Dr. Koen took Greg and me for a car tour of Paris. His town. We went everywhere. We saw Paris from a perspective



Tibo Plessner, born in the USA and growing up in Germany. And, I think, a future Porsche enthusiast.

The Auto Union F1 car designed by Porsche ... my friend Karsten Fehmer enjoyed the Porsche Museum.

Ah ... same photo as last trip but this time the lighting is better. It's a tricky place to take photographs.

More Porsche Museum photos on page 40 ...

most visitors would never see. This is a city beyond peer. It vibrates ... it is ... without peer.

Could it get any better? Monday Greg had to depart back to the USA so Mme Koen and Olivier and I dropped him off at Charles de Gaulle and then headed in to Paris. The Louvre was busy, the Musée d'Orsay was closed. But ... I was introduced to Musée de L'Orangerie. Monet, Degas, Picasso, Renoir, Cézanne, Matisse, Rousseau, collection Paul Guillaume ... a visual overload. If you are in to art ... this is heaven. I have several artist friends and I wished they were there too. Following this it was lunch time. Mme Koen took us to Angelina for lunch ... a place famous since the early 1900s for its Mont Blanc hot chocolate and rude waiters. It's a trip. I had a Croque-Monsieur and a Haut Brion.

Tuesday morning ... time again for farewells and future plans. Edouard and his girlfriend Marine were to be in the USA a week from then so as we said farewell I proposed we would do dinner at my place, a Tasmania Pizza perhaps, in a week or so. Edouard smiled and said "yes" ... and added: " ... and a ride in the Porsche?"

So, you see, it's *not* about the travels, the friends, the food, the wine. It is (!) ... about the car.



*My host,
Dr. Robert Koen.*

*Below, a portion of a
most excellent wine
cellar.*

*And the lower photos,
Paris ... tres joli et tres
chic. Mais oui.*



*The Markt Stubl (local pub) on Lutherstrasse in Neuenheim
(Heidelberg) ... and the Goertz statue at Heidelberger Drucke.*

Spring is a Long Time Coming (NHMS):

The car will be in for repair and ready for our final DE event of the season. As you probably already know, we needed to adjust the date to accommodate a contractual obligation that was exercised by one of the large NHMS sponsors. I apologize for any inconvenience that the change brings to you and I hope you will be able to participate. As a special treat, Toni Surdam (our current NCR Secretary) has been planning a great track dinner on Tuesday night – a real pig roast at the Louden Country Club. You need to register and select your main course in advance so we can accommodate everyone's request. Unfortunately, we will not be able to add anyone to the attendee list at the track, so please go to motorsportreg.com and register. The cost is \$30 / person.

That's it for now; make an offering (or two) to the weather gods to ensure that we have two gorgeous days to complete our DE season. We want to close the 2011 season with great weather, great driving, a fantastic track dinner and as always great fellowship. Please come to the track and spend a couple of days enjoying your Porsche with your friends and fellow DE'ers. Before you know it, our cars will be in the garage for the winter and we will again be longing for a chance to get back on the track. As soon as I get information on the 2012 driving schedules, I'll post them to the website and provide them in the *Northlander*.

As always feel free to contact me at 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!



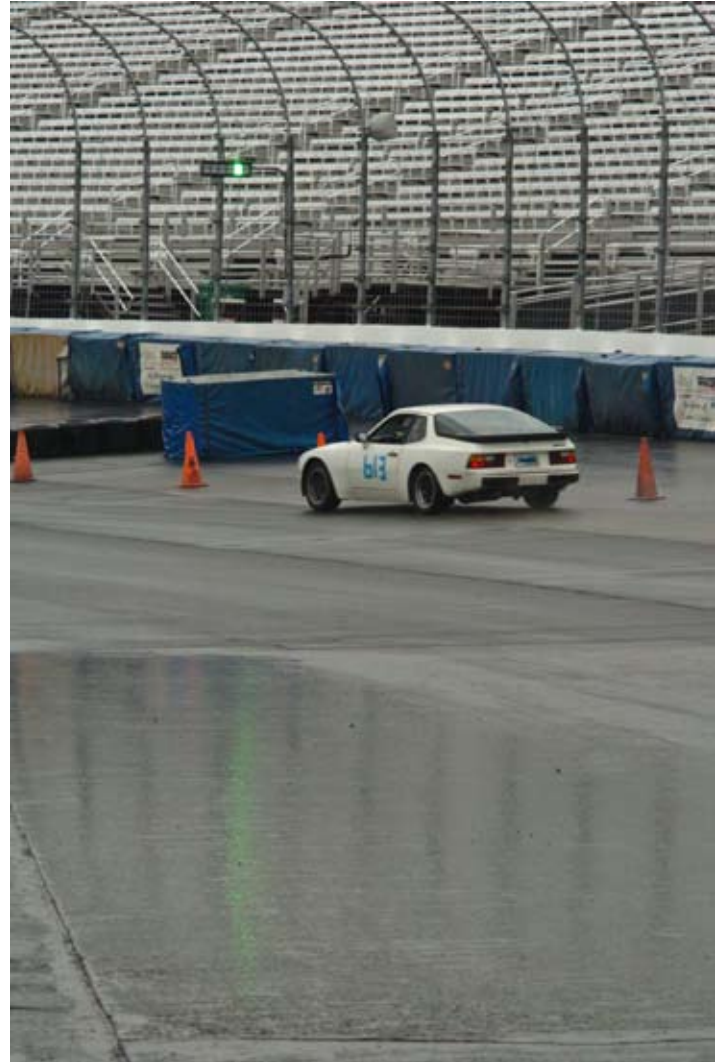
And here we have a few more of the photographs Mark Watson took at Watkins Glen.

BTW ... At left is a Brabham. The editor believes this is one of the Ron Tauranac designs. It could be a Gordon Murray ... anyone know for sure :-)?

BTW ... if you would like a good read on racing car design the Ron Tauranac story "Brabham Ralt Honda" by Mike Lawrence is excellent. Available from Amazon.

DE at NHMS, September 15, 2011

Photographs by David Churcher





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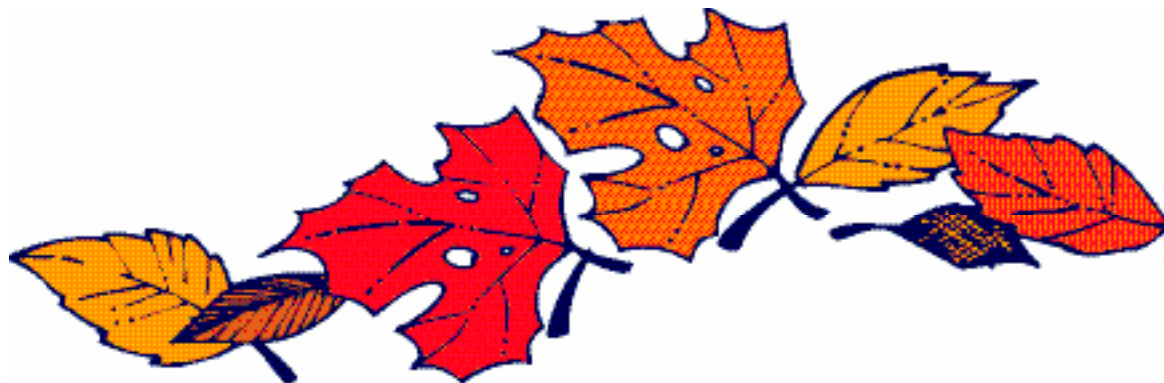
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NCR Fall Get-A-Way, Stratton Mountain, VT

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) 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, message 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 in-dividually. 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 5:00 PM. Early arrivals will be checked in based on room availability. Check-out is 11:00 AM. 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 e-mail to Social@ncr-pca.org iden-

tifying 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 pre-pay 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 at Morgan's Bane Steakhouse, in the Stone's Lodge Inn. It is located on Rt 30 almost directly across from the Stratton Mtn access road, in Bondville, 10 minutes from the Stratton Mtn Inn. Dinner will be at 7:30 and you can choose from the menu and pay individually. There is also the funky Fat Spy Tavern adjacent to the steakhouse, with pool tables, big screen TV, and so on.

There is a continental breakfast included with your room that will be our "group" breakfast. If you wish to have a hot breakfast there are several places in Manchester Vt. (about 30 mins from Stratton.) Upstairs for Breakfast on Rt 7A in the center of Manchester. The Little Rooster on Rt 11 and 30 between Stratton and Manchester, and the Lawyer and Baker on Bonnet St (Rt 30 just west of Rt 7A in Manchester.) There is also supposed to be a new breakfast place opening in Oct. on Rt 30 just west of the Stratton Mtn access road.

For those arriving Friday and who want fine dining (pricey) either as a small group or individually consider the following. If as a group let me know and I will attempt to get an early reservation. In any case you will need to reserve a table well

in advance of Friday. Bistro Henry on Rt 30 just north of the inter-section with Rt 7, The Perfect Wife also on Rt 30 near Bistro Henry, Mistral on Tollgate Rd off of Rt 30 between Stratton and Manchester, Chantecleer on Rt 7A north of Manchester in East Dorset, The Reluctant Panther Inn on West Rd off of Rt 7A about a mile south on Manchester center. For those willing to travel about 50 minutes north from Stratton to Wallingford, the Victorian Inn on Rt 7 has great food and a big wine cellar. For less pricey fare there is the Manchester Bar and Grill on Rt 30 just north of Rt 7, The Sirloin Saloon at the intersection of RT 30 and 7A in Manchester, Gringo Jacks southwestern grille, on 7A just north of Manchester center. You will need to call any of these for a reservation well in advance.

Things to do: The Stratton site www.stratton.com mentions a number of Summer activities in the area including: outlet shopping in Manchester VT., which is approximately 20 minutes south of Stratton, gon-dola 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 websites. 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. For those wishing to travel together and want a fun route, consider meeting at Applebee's in Keene NH at the traffic circle of Rt 101 and Rt 10/12 about 1PM. If you are traveling on Saturday and want to meet up with the tour see the directions below.

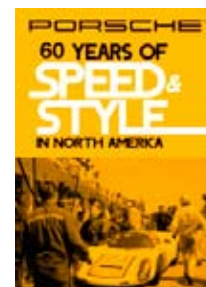
If you want to explore from Keene on Fri or Sat, consider Rt 12 north to Walpole NH and find the Boggy Meadow Cheese Plant, 13 Boggy Meadow Lane, or the Walpole Mtn View Winery at Barnett Hill Vineyard, 114 Barnett Hill Rd. Then cross the CT river to Rt 5 north to Rt 121 west, to Grafton VT and stop at the Grafton Village Cheese shop on Townshend Rd just south of Grafton. Keep going south to Townshend Vt where you take Rt 30 west all the way to Bondville and the Stratton Mtn access Rd. I will likely take this route Friday PM so hope to see you at Applebees around 1PM

Saturday 10-22-11 Tour #1: I am creating a fun, scenic drive through Southern VT and Eastern NY. Still working out the details but I've driven most of the roads and will have a "short" route and a "long route" mapped. The intent is to

include a Winery visit and tasting, plus a visit to a cheese and country store and perhaps a bakery. (I know how NCRers like to eat and drink.) Plus the Bennington Battle Monument, Bennington VT History Museum and Hemmings museum and store are on route. Maps will be provided and you can travel at your own pace.

We will be stopping for lunch at the Anchor restaurant on South Main St in Wilmington VT on Saturday about 12:30. If you are driving in on Saturday from the Brattleboro VT area west on Rt 9, and want to meet us for the rest of the tour, take a left at the red light at the intersection of Rt 9 west and Rt 100 north. The Anchor is one block down on the left, with parking in the back or a public lot one block further down S. Main St. This is approx. 50-60 minutes (36 miles) west of the Rt 101/10 traffic circle in Keene NH or 18 miles west of the Brattleboro Vt interchange of Rt 91 and Rt 9.

Saturday 10/22/11 Tour #2: Some folks may travel to the Saratoga Automobile Museum, 110 Avenue of the Pines, Saratoga Springs, NY to see the Porsche exhibit. It is open 10AM to 5PM. It is about 2 hrs west of Manchester Vt in a fairly straight drive according to Mapquest. Details on the exhibit can be found at www.saratogaautomuseum.org Group rate of \$5/person. Perhaps lunch at the Gideon Putnam Resort just down the street??



Sunday 10/23/11: We are planning to drive to the top of Mt Equinox after breakfast, weather permitting for a final group event. Will leave for the drive from Stratton about 10:00 AM Sunday. It is approx 30 mins to get to the entrance to Skyline Drive on Rt 7A about 5 miles south of the center of Manchester. Toll is \$12. Hopefully the weather, (no black ice) will cooperate. It is a spectacular drive and is the venue for a VSCCA hillclimb each summer.

Final thoughts: If you did not stop at Hemmings or the Bennington Monument on Saturday they are worth the trip south on Rt 7 or Rt 7A to Bennington. They are on Rt 9 West from the center of Bennington. After you can take Rt 9 East all the way to RT 91 or to Keene NH, or you can continue south on Rt 7 to Williamstown, MA then east to North Adams to take Rt 2 the Mohawk Trail, east to Rt 91 or to Rt 495 in Littleton MA. For those traveling north, take Rt 11 out of Manchester east to Rt 100 which is an excellent, sometimes bumpy ride, up to Rt 4 east to White River Junction.



North Country Region's Annual Banquet



**Saturday, November 5, 2011
Cochecho Country Club
145 Gulf Rd, Dover, NH**

Social Time & Hors D' Oeuvres: 6:00 - 7:30 PM
Dinner: 7:30 - 9:00 PM
Voting, Awards, etc.: 9:00 - 10:00 PM



Entree choices*:

- Prime Rib
- Chicken Oscar
- Pan Seared Salmon

Accompanied by:

- Garden Salad with Vinaigrette dressing
- Baked Potato
- Vegetable Medley

Dessert:

Apple Pie with coffee or tea



*Option is available for those with special dietary needs.

Please complete the section below, include your check made payable to: NCR-PCA and mail both to Richard Willey, 16 Cogswell Ln, Atkinson NH 03811. **Firm cut-off date for checks received is Friday October 21st.** No exceptions. Questions: (c) 603-978-3187, social@ncr-pca.org

..... ✂

Print Mbr Name: _____ PCA #: _____

Address: _____ City, State & Zip: _____

PCA Region: _____ Name(s) of Guest(s): _____

Tel #: _____ (day or evening) E-mail address: _____

Meal choices (indicate #):

_____ Prime Rib @ \$38 ea _____ Chicken Oscar @ \$38 ea _____ Salmon @ \$34 ea

All prices include tax and gratuity Total Amt of check payable to NCR-PCA: \$ _____

BTW

A genuine work of art usually displeases at first sight, as it suggests a deficiency in the spectator. - Johann Wolfgang von Goethe.

A man should hear a little music, read a little poetry, and see a fine picture every day of his life, in order that worldly cares may not obliterate the sense of the beautiful which God has implanted in the human soul. - Johann Wolfgang von Goethe.

Goethe is also reputed to have said: "all truth is in wine." This issue of *Northlander* is our "art and wine" issue. Goethe makes a nice contribution.

BTW

Jay and I wanted to get as many people as possible for October, so we are announcing the location extra early (I'm sure it's spontaneous somehow)! We'll be going to the Elm City Brewery in Keene on October 25th

The dinner is at 6:00 and the website is <http://www.elmcity-brewing.com/>

BTW

Please look at your calendars and reserve time to attend the remaining two events at NHMS (October 10 & 11). Toni is planning a surprise menu for the October track dinner.

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Porsche Museum photos ... continued from page 32



Above left: the Mezger designed F1 turbo engine.

Above right: the GT1

At left: 906 and 904

Below: LMP2 Spyder





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BTW

I hope this email finds you well. As you are aware, due to Hurricane Irene, the Zone 1 Autcross was postponed.

It has been rescheduled for the November 19 - 20, the weekend following the next President's meeting.

I would appreciate if you could assist in getting the word out and have the flyer placed in your upcoming newsletters (if it's not too late) and posted on your website.

More details will be available shortly about the upcoming President's meeting.

Thanks so much!
Jennifer

North Country Region 2011 Officer Nominations

President	Vice President	Secretary	Treasurer
<p>Jay Gratton</p>  <p>Occupation: Teacher, Football & Track Coach</p> <p>Joined PCA: 1988</p> <p>Porsches Owned: (2) 1973 914 2.0, 1971 914-6 2.4S, 1988 924S & 1973 914 1.7</p> <p>Previous NCR Service: Vice-President, Concours Co-Chair, Tech Chair, NCR-PCA DE Instructor, PCA National Concours Judge, Spring Rally Co-Chair</p> <p>Candidate Statement: What an outstanding year North Country Region has had. The dedicated board members, committee chairs and countless volunteers organized and executed over 50+ events for our membership. I personally do not remember a year with so much "first timer" member involvement.</p> <p>I set three goals last year at this time. They were to increase our membership to 500+ members and to then sustain that number and we have achieved this. I wanted to see younger members and their families at events and I believe we did a good job in this area and I also stated that I wanted North Country to receive Porsche Club Region of the Year in 2012 or 2013. While the jury is still out on this goal, I do like our chances with our participation, number of events, charity work and new member participation.</p> <p>If elected for 2012 I promise to continue to work with my board and committee chairs to improve our tremendous region even further.</p>	<p>Matt Romanowski</p>  <p>Occupation: Textile Sales</p> <p>Joined PCA: 1998</p> <p>Porsches Owned: 1972 914</p> <p>Previous NCR Service: Vice President, Tech Chair, Northlander Editor, Advertising Manager, Concours Co-Chair, DE Instructor, Various Event Chairs</p> <p>Candidate Statement: I joined NCR in 1998 because of the people and have made some great friends in the last 13 years. I've met people all over the country in PCA and have enjoyed hundreds of events. I've traveled to events held by many regions and have always been impressed by the high level events that NCR continues to put on year after year.</p> <p>Continuing my role as VP I would like to build upon the goals we've achieved and continue to build upon the great foundation our region has put in place. I'm excited to continue our membership efforts and grow the region beyond the 500 members we currently have. NCR has also done a fantastic job in welcoming new members into events and I would like to build upon that tradition.</p> <p>I look forward to working with Jay, JJ and Lisa to help manage NCR. I think we are a great team and will be able to improve upon NCR's fantastic reputation and maintain our position as best region in PCA.</p>	<p>John "JJ" Dunkle</p>  <p>Occupation: Real Estate Sales</p> <p>Joined PCA : 2002</p> <p>Porsches Owned: 1995 993 C4</p> <p>Previous NCR Service: Concours Chair, Webmaster</p> <p>Candidate Statement: I was hooked on Porsches at a very young age, then my dad joined NCR and it was all over for me. From going to the track events to enjoying a fun summer rally to prepping the cars for a car show, over the years I've really seen what this club is about. It really isn't about just the cars, it IS the people you meet who share a lot of the same passions you do. As Secretary I look forward to getting more and more involved with the club and to work closely with Jay, Matt, Lisa and others to help grow this club.</p>	<p>Lisa Roche</p>  <p>Occupation: Self-Employed Certified Public Accountant</p> <p>Joined PCA: 1992</p> <p>Porsches Owned: 1989 944 Guards Red 1989 944 Glacier Blue 1988 924S Black</p> <p>Previous NCR Service: Co-Concours Chair 9 Years, Membership Chair 5 Years Autocross Committee 7 Years, On-Site DE Registrar 4 Years Incumbent Treasurer</p> <p>Candidate Statement: Wow, another year over already so soon! I can't believe how fast it is going by.</p> <p>I have enjoyed keeping the club's financial records the past two years and hope to continue as Treasurer to help NCR meet its financial needs and goals. It will be bittersweet at the end of next year to hand over the reins and train the next treasurer (NCR bylaws have a 3 consecutive term limit for all elected officers). I'm sure I'll still be very active in some other aspect in the club.</p> <p>NCR is unique in that all of the volunteers who make up the board, the chairpersons and the members get along very well. They are always willing to lend a hand to someone to make sure that they are enjoying themselves. No one is hung-up on just furthering his/her own interests.</p> <p>I am proud to be a NCR member!</p>

This is the nominating committee's slate of officers. Additional nominations can be made via the Write-In provision on the ballot to be mailed to all members.



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
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603-543-1738
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Don Durfee, Nelson Brooks
Precision Imports
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603-624-1113

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Windham, NH 03087
Home: 603- 434-5935
tysonduve@yahoo.com

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

Abe Anderson
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603-228-1790
abe911@comcast.net

Andy Sanborn
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603-428-8362

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Paul Magarian & Steve Cochran
Porsche of Nashua
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Damon Josz
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Sunapee, NH
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Chris Loader, William Crowl, Shane Mellen
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Matt Romanowski
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schnoerrmeister@comcast.net

continued on next page ...

Vermont

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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:* 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 Stromeier, (978) 369-3575, Concord MA, cstromeyer@comcast.net

SALE:* California car cover for a 968 . Light grey, plushweave. New \$220. Excellent condition. \$85.00 Joan 508-596-6347. Thekeddygroupjmk@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

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.

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 603-913-4210

SALE:* 1986 Porsche 911 Carrera Targa - sexy black on black - 123k miles - maintained by AutoWerks in Freeport, ME purchased from original family 2 years ago. This Porsche is not yet a show car - some small dings and "age spots" - \$12K. Call me for info at 207-847-3080 or e-mail jgreene6@maine.rr.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 603-913-4210

Sale:* 914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ... 17" cup wheels - \$400 ... Silver boxster/996 center console - \$200 ... Gray and silver boxter/996 e brake handle - \$150 ... Gray and silver 6 speed boxster s/99 shift knob - \$75 ... Boxster S front bumper for normal boxster/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ... 944 series pair of engine mounts – new - \$60

All parts are in Contoocook/Hopkinton, NH Frank.sanfor@us.army.mil

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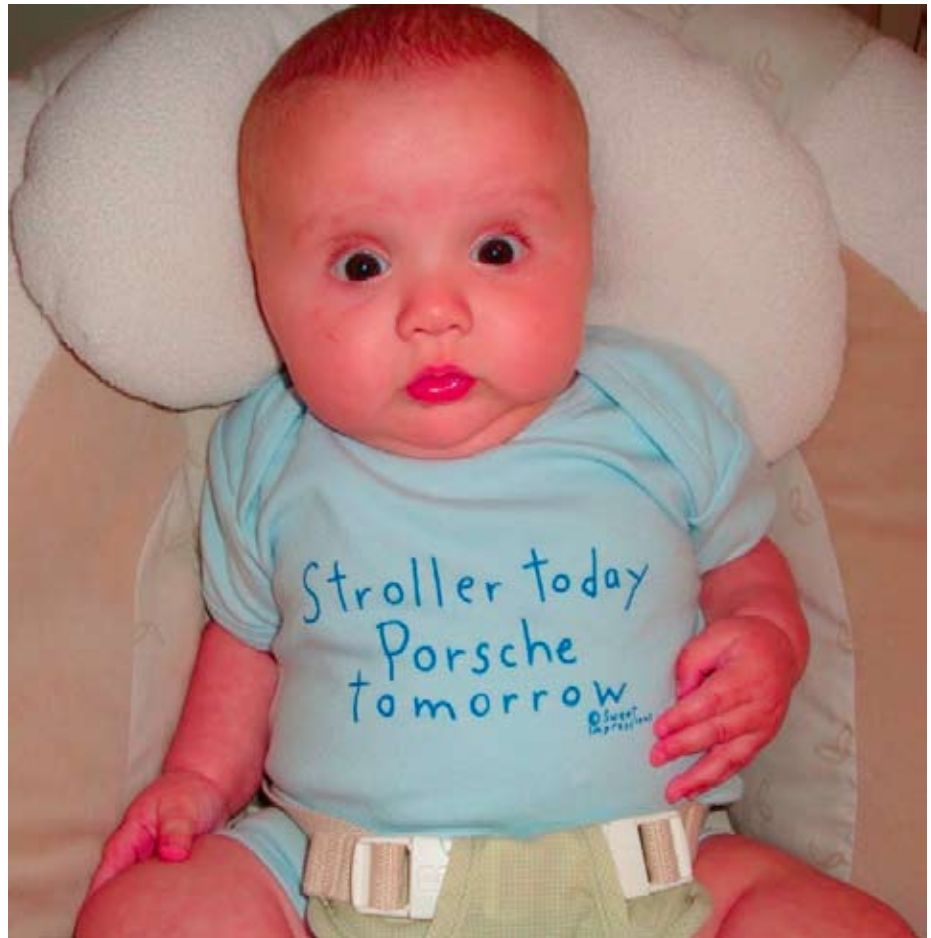
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Back cover

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

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