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Newsletter • North Country Region • Porsche Club of America
February 2006 • Volume 29 Number 2



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Newsletter . North Country Region . Porsche Club of America
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Upcoming Events

Calendar 3

Features

Selecting a Car Lift 8

Dear Hanzy Mein Hanzy 12

Yankee Swap 20

Departments

NCR Board of Directors & Committee Chairs 2

From the Desktop 4

President's Message 5

The Starting Grid 6

Help Wanted 21

Tech Inspectors 25

Business Card Exchange 27

The Mart 30

Advertisers' Index 32

On the Cover...

*Period Porsche
Advertisement
circa 1960's. Note
the lucky eight
ball*

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Statement of Policy

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CALENDAR

MARCH

- 10 - Friday Registration for 51st Annual Porsche Parade
www.pca.org
- 14 - Tuesday **NCR Board Meeting**, Cat 'N Fiddle Restaurant,
Concord, NH president@ncr-pca.org

APRIL

- 11 - Tuesday **NCR Board Meeting**, The Foxfire Grille,
Epping, NH president@ncr-pca.org
- 16 - Sunday NER Novice Autocross School,
Ft. Devens, MA www.porschenet.com/auto-x.html
- 22 - Saturday **NCR AX #1**
Ft. Devens, MA autocross@ncr-pca.org
- *****DATE CHANGE*****
- 23 - Sunday **Tour to and Lunch at Carlson
Automotive Museum**,
Melvin Village, NH rally@ncr-pca.org

MAY

- 7 - Sunday **Spring Gimmick Rally**
Middletown, NH rally@ncr-pca.org
- 11 - Thursday **NCR Board Meeting**,
Location TBD president@ncr-pca.org
- 13 - Saturday **NCR AX #2**
Ft. Devens, MA autocross@ncr-pca.org
- 19/20 - Sat & Sun Zone 1 Concours and Rally
Danbury Sheraton, Danbury CT <http://zone1.pca.org/>
- 22/23 - Mon & Tues **NCR DE**
NHIS, Loudon, NH driver-ed@ncr-pca.org

JUNE

- 9-11 - Fri-Sun Zone 1 Watkins Glen Club Race,
Watkins Glen, NY <http://zone1.pca.org/>
- 13 - Tuesday **NCR Board Meeting**
Location TBD president@ncr-pca.org
- 17 - Saturday NER AX #1,
Ft. Devens, MA www.porschenet.com/auto-x.html
- 23-25 - Fri-Sun Zone 1 48 Hours DE at the Glen,
Watkins Glen, NY <http://zone1.pca.org/>

Note: Please watch this space or check the website at www.ncr-pca.org for any changes to the club calendar.

FROM THE DESKTOP

By: Bill Kallgren - Editor



January has started off at a torrid pace. January is not yet over and I have already two trips under my belt. One to Europe, Belfast to be exact, and this past week off to the west coast for a quick soiree to San Jose, California. During all my trips I try to keep a windward eye open for Porsches and these trips were no different.

Regular travelers will know that traveling over a weekend often results in the lowest airfare. I needed to be in Belfast for a Tuesday meeting. I checked airfare for a Sunday departure from Manchester arriving in Belfast Monday afternoon, \$2000 round trip. Pretty steep for a one day meeting. Departing on Saturday and going straight through to Belfast was considerably cheaper at about \$1000, but I was not convinced a day off in Belfast would be very interesting. What if I stopped in London? Fare to Belfast, by way of an overnight in London was all of \$800. I didn't need to be in Belfast until Tuesday so I decided to book my ticket for a quick stop in London, departing Manchester on Saturday afternoon, I was able to reduce the ticket from \$2000 to \$800 a distinct saving and proving again my Yankee upbringing. Room at the Park Hotel outside of Heathrow was all of 95 pounds a day, the same I was going to pay in Belfast at the Hotel Europa.

London is a small city, dark in the daytime and dark in the night. I didn't see a single Porsche. No 944s, no 911s, no 996s, no Boxsters and no Cayennes. Not a single Porsche to be seen. I did however get to examine, up close, a Lamborghini Murciélago.*

Finished in black on black, this car was much smaller than I expected it to be. Exterior finish compared well against the Fiat Uno and the Vauxhall Estate parked front and rear. Would I park such a valuable car on a narrow London side street between two rather pedestrian cars? Probably not!

Off to Belfast and still no Porsches, however Belfast has a thriving range of taxis including "Black" taxis which will take you on a tour of all the infamous "historic" sites of "The Troubles." Actually, the hot topic of the town seemed to be the recent addition of a professional hockey team. A decidedly un-Irish sport, the hockey stadium is a neutral area for both Protestants and Catholics to gather and has been very successful. The city is also in the process of deciding a location for a new football (Soccer to us Yanks) stadium. As soccer is a national pastime, the location is the subject of great debate. Still no Porsches to be seen.

Back in New Hampshire for the weekend, I next headed off to beautiful San Jose for a trade show. Within minutes of arriving, I immediately started to see numerous Porsches, including Boxsters, 996s and an occasional Cayenne. Calling ahead I planned on meeting NCR region members Colin and Loosey Blake. It also seemed our rally master Don Johnson would be in town at the same time. Unfortunately, customer

continued on page 7

FROM THE PRESIDENT

By: Janet Leach - President



It's another rainy night in New Hampshire; what a crazy winter it has been! Since Punxsutawney Phil (made even more famous in the movie, *Groundhog Day*) saw his shadow again, we will have six more weeks of winter (perhaps he knows how to read the calendar as spring always begins on March 20)! We have enjoyed warmer than average temperatures since the beginning of the year. Perhaps some of you have been out driving your cars on the 50+ degree days. The Boxster hasn't left the garage since the fall, and it won't be seeing daylight again until April, I'm predicting. I got the ambition to rake some leaves and clean out the daylily bed one of the warm Saturdays, and I thought I didn't have to worry about yardwork until spring!

I hope you were able to make it to the Cayman event at Porsche of Nashua last month. I heard that Harry Robinson and staff hosted a great evening. I still haven't seen the new model in person, but the time will come.

New Hampshire Public Television ran a documentary on Bode Miller this evening. I had never really seen him ski until tonight. He lets it all hang out on the slopes and appears fearless; during one of the interviews, he spoke about apex in the turns; I bet he would be one heck of a Drivers' Ed participant! It probably wouldn't take him long to learn the line on the track, but could he keep all four wheels on the pavement? It will be fun to see him in the Olympics. We can only hope that Turin (or Torino, if you prefer) has received more snow than we

have. It is always exciting to watch the athletes give it their all.

John and I spent New Year's week in Naples, FL, with his sister and brother-in-law. We had the opportunity to visit with Jim and Deb Gratton at their Florida home. They are gearing up for spring training with the Red Sox, and there will be many new faces and names to learn. I was just getting the batting order straight this year, and now I only know Ortiz, Nixon, Varitek and Rameriz (if Manny is still with the team by the time you read this). While on vacation, John had a chance to stop into Porsche of Naples to view the new silver Cayman in the showroom and not one, but four, Carrera GTs. We saw so many Porsche while driving around that we stopped counting. I think we were a little envious that these folks can drive their cars year round, but I wonder if we, here in the North, enjoy our Porsches more by squeezing our driving into a shorter season.

If you can offer to assist our Tech Chair, Matt Romanowski, plan a Tech Session this spring, please contact him at tech@ncr-pca.org. These events have been very popular in previous years and they help members keep in touch with one another over the winter. Everyone has a project that needs to be done to the car before the driving season gets into full swing; Tech Sessions are great mechanisms to pool knowledge and resources!






THE STARTING GRID

By: Lisa Roche - Membership

Participation pays off! Did you notice the feature story in last month's *Panorama*? Steve Carpenter penned Two for the Road which appeared in the April 2005 edition of the *Northlander*. Steve is a second year member in the club.



<p>New Members:</p> <p>Thomas C. Bryant Marybeth Bryant Wolfeboro, NH 1989 911 Cabriolet</p> <p>Vince Criminesi Brookline, NH 1984 911 Targa</p>	<p>2 Years (cont)</p> <p>William C. LaFontaine Campton, NH 2004 911-C4S</p> <p>David H. Zrimsek Marguerite Zrimsek Somersworth, NH 1986 944</p>	<p>20 Years:</p> <p>Craig Wehde Plainfield, NH unknown</p>
<p>1 Year:</p> <p>A. Lawrence Blahut Nancy Blahut Dover, NH 2002 911 Targa</p> <p>Peter R. Stevenson Peterborough, NH 2000 Boxster S</p>	<p>10 Years:</p> <p>Bruce R. Bower Griffin Bower Hollis, NH 1969 912</p>	<p>30 Years:</p> <p>Jack A. Styles Pamela Mendonca Salisbury, MA 1989 911</p>   
<p>2 Years:</p> <p>Marshall A. Baldassarre Pamela Baldassarre Bedford, NH 2000 Boxster S</p> <p>Salvatore C. Calvino Bedford, NH 2004 Cayenne</p>	<p>15 Years:</p> <p>Victor P. Oliver Barbara P. Oliver East Sandwich, MA 1988 924S</p> <p>Charles Tilgner III Elisabeth S. Cross Londonderry, NH 2001 Boxster</p>	

From the Desktop...continued from page 4

obligations prevented me from hooking up with Don Johnson; however I was able to get together with Colin and Loosey for dinner one night. It was great to see them again and we had some great grub at P.F. Chang's Chinese Bistro. The rest of my trip didn't go so well, I had my computer stolen from the tradeshow (along with my co-workers computer) and suffered laryngitis for at least three days. While this was going on, my father-in-law was involved in a car crash which put him in the intensive care unit at the hospital (fortunately a full recovery is expected) and our airline tickets were inadvertently cancelled! On our return, going through the security at the airport, we learned that at least three other people also had their computers stolen from the same trade show so we were not the only ones affected. I am

really looking forward to a few days of relaxation and the Rolex 24 Hours at Daytona is just the diversion I need. This year I will watch on the tele, however I believe Jerry Austin and possibly Abe Anderson will be working at the race, maybe I will see them on the broadcast. I continue my search for a track car; if you know anybody selling a 911 track prepared car, for not a lot of scratch, please drop me a line.

**The name Murciélago comes from a Spanish fighting bull whose life was spared after a particularly fierce performance, fighting a matador in 1879. He was subsequently presented to the breeder Don Antonio Miura and went on to father a formidable line of fighting bulls that extends to the present day.*



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SELECTING A CAR LIFT

By: Jonathan Bird - Contributor



Editor's Note: I met Jonathan Bird in college, we both played in rock and roll bands but never discussed our motorhead leanings. I was surfing ferrarichat.com recently when I came across the moniker "birdman" with an attached photo of a blue shark. Jonathan works as an underwater cinematographer filming sharks in their natural environment for the likes of PBS. I knew immediately that this MUST be Jon. I was surprised to learn Jon was a dyed in the blue motorhead. The following is an excellent technical article on selecting a car lift.

When I bought my 308 a few years ago, the previous owner told me to visit FerrariChat to learn more about the car and how to work on it. Within a week or so on F-Chat, posting the usual newbie questions, Tech Q&A guru Verell Boen invited me to bring my car to his house to help me out. Talk about luck - living so close to Verell! Of course, I took him up on his offer and drove over the following weekend. I knew I was in the right place when I drove up the long driveway and

saw his red 308 parked outside. Verell came out and introduced himself, then said something that changed my life forever: "Lets throw it on the lift."

Say What!?

He led me into the garage and there before me was something I had never seen before: a two-post hydraulic car lift in someone's home garage. "Wow," I thought, "Verell must be rich! Maybe I really don't have enough money to own a Ferrari after all." We pulled my car into the garage, slipped the lifting arms beneath it, lined them up with the lifting points on the frame and up she went. Within minutes, we were standing under the car, inspecting, tinkering, and cleaning. Now this is the way to work on a car. The following winter I replaced my rear suspension bushings with the car on jack stands at home. It was then that I decided I needed a lift of my own. Working on a car is so much easier when you have one and you don't have to crawl around on the floor or worry about the car falling off a jack stand. A lift of my own would round out my new garage! My wife thought I was nuts. My friends rolled their eyes. But after getting to know a lot more car enthusiasts since I bought my 308, I realized that having a home lift is not uncommon anymore. A lift can be used not only for working on a car, but storing one as well. But what kind of lift to buy, and how much would it cost?



Two Post Lift

TYPES OF LIFTS

Lifts can be broken down into three general categories: two post, four post and mid-rise (sometimes called a “scissors” lift). A two post lift has two large columns, one on each side of the car, that bolt into the concrete floor. Each column has two arms that come out. They swivel back and forth and telescope in and out so they can reach the lifting points on the car. You end up with 4 chassis lifting points, two on each side. The advantage of a two post lift is that, when the car is lifted, the wheels hang down with no load on the suspension. The lift has very little interference with the car so you can work on virtually anything, except perhaps the doors, which are obscured by the posts (this can be reduced somewhat with an asymmetrical lift). While you can store a car on a two post lift, there is some question if long-term storage with the suspension unloaded is good for it. It certainly gives the springs a little R&R but may not be good for the shocks long term. It has not harmed my 308, which spends 3 months a year suspended in mid-air.

A four post lift has a rectangular layout with a column at each corner and a set of “runways” on each side. The car is

driven up a set of ramps onto the lift and, once lifted, it rests on the runways. In this type of lift, the car remains sitting on its wheels and suspension while in the air. The disadvantage is that, in order to work on the suspension, you must use a jack package to jack the car up while on the lift. However, this kind of lift is easier and faster to get the car

up on. Just drive it on and lift. The sides of the car are accessible without a post in the way, so the doors can be fully opened. It’s also a better option for storing a car since it sits normally on its suspension. Some four post lifts can be purchased with a caster option as well, so they can be rolled around in a large shop. Even without casters, many four post lifts do not need to be bolted to the floor, so they can be moved to a new garage easily. Moving a two post lift is a real project since it must be unbolted from the floor, after which, the floor has holes that must be plugged.

If you do a lot of body work, need a lift for additional car storage and only do minimal under-car work, particularly suspension, the 4 post lift is probably better. If you do more drive train, suspension and restoration work, a 2 post lift will probably work out better. You need to choose the type of lift you want based on your needs. I would like to have a lift of each type, but so far my wife isn’t going for it!

A mid-rise lift is a smaller, portable unit that sets up under a car and lifts by rising up from flat into an X shape. It takes up space sitting directly under the car, generally right between the doors,

Selecting a Car Lift...continued from page 9

so it has limited usefulness for working on the underside of the car. Typically you can still reach engine areas and of course you can work on the suspension easily. While this lift cannot go very high (usually about four feet), it still beats jack stands by a mile and has the added benefit of being portable. Two guys can throw it in the back of a pickup truck and take it some place else easily, something that can definitely NOT be said about the other lifts here. This kind of lift is often carried by "mobile mechanics" who will come and work on your car in your garage, rather than theirs. Unless you have a particular need for a portable lift, most people find that a two post or a four post is a more useful product for a home garage.

AMERICAN VERSUS IMPORTED

Most people will have a preference for a quality, heavy-duty American-made lift given the choice. I hate to brag, but some of the very best lifts in the world are made in America with American steel. But when comparing the prices of brand new lifts, the Chinese lifts often come in

at 1/3 to 1/2 the price of an American one. Like anything, there are good and bad lifts no matter where they are built. As much as I would like to say that all Chinese lifts are junk, this is not the case. There are some excellent ones out there, and some real junk as well. You need to do some research and figure out what you can afford. The fact of the matter is that a home enthusiast does not need the kind of build quality that a professional shop needs, lifting cars up and down all day long. Lifts almost never collapse but they can wear out from repeated use. A better lift will last longer before the hydraulics, chains or rollers fail.

LIFTING SPECS

A lift has a rated weight. This is the amount that the lift can safely hold with a large safety de-rating factor. A typical lift might be rated for 8,000 pounds. That means the lift can carry 8,000 pounds safely without worrying about anything breaking or the car falling on your

head. Manufacturers typically test lifts to twice their rated capacity. Unless you happen to have a Suburban or a truck that you need to lift, most people don't need a lift rated at more than 6,000 or 8,000 pounds. Considering that my 308 weighs in around 3,000 pounds, I can



Mid-Rise Lift - Note blocking required to allow chassis to clear lift prior to raising car.

technically lift twice the weight of a 308 on my “small” 6,000 pound lift.

THE BEST DEAL

Many people buy a lift without considering the used option. Nearly every city has at least one if not several automotive equipment dealers that sell lifts. Check your local yellow pages. As cars and trucks get heavier and more people buy SUVs, a lot of shops are trading in their perfectly good 6,000 and 8,000 pound lifts on 10,000 and 12,000+ pound models. Once considered the mainstay of lifts, the “small” units are now considered whimpy. But guess what? You can buy these smaller lifts used for 1/3 to 1/2 of the new price. I bought a Mohawk 6,000 pound lift (premium U.S. made lift) used for \$2,000 from a local dealer, one third of the new cost. For an extra \$500 they delivered and installed it for me. They leveled it, drilled the floor, put in the anchors, hooked up the hydraulic lines and filled it with fluid. All I had to do was wire it to 220 V and I was lifting cars.

People often search on-line for deals on new lifts. You can find excellent prices for lifts on-line, but when you add up the shipping (considerable on a lift that

weighs 700+ pounds) and installation, you may find you that can actually do better locally. It’s worth making a few phone calls. I discovered three dealers in the Boston area that were eager for my business. The other benefit to buying locally is that you have someone in the area that can service your lift if something needs replacing. In my experience, the guy who sold you the lift will almost always go the extra mile.

IN CONCLUSION...

I have now had my two post lift for over a year. I did, not one, but two majors this winter with the lift and I can only imagine how much harder it would have been without it. Since we added a Mondial to the collection, I store my 308 above the Mondial on the lift for the winter, which has added a parking space to my garage. Overall, it was one of the best uses of \$2,500.00 I can think of, proving that you don’t have to be rich to have a lift. Furthermore, my friends come and visit more often when they need to put their cars up for anything from simple oil changes to more complicated work. If you have a lift, your friends will come... and you can make them bring the beer. Need I say more?



*Jonathan's garage
with two Ferraris*

DEAR HANZY, MEIN HANZY

By: John Killion - Contributor

Editor's Note: DE is a non competitive event intended to improve driving skills. The following is not an endorsement of aggressive driving at any DE event and is clearly the result of an hyper-active imagination.

Dear Hanzy Mein Hanzy:

Notwithstanding the excellent, earthy flavor and snappy texture that your 'aunt's' mushrooms added to my recent batch of spaghetti sauce, I have to admit that since consuming those wonderful little fungal nuggets I've been plagued by some rather bizarre and quite troubling dreams. Normally, my nightly imaginings are either fun-filled adventures of swashbuckling daring and heroic gallantry, or sometimes, the really good ones grandly feature myself in some sort of Harry Reams-themed tempest of truly inspired degradation and unfettered bluster. Of course, I usually look forward to these dreams, as anyone would, but as of late I've had good reason to eschew my otherwise trusty and steadfast pillow and take solace in a steaming cup of Hawaiian Kona.

Last night may have been the topper. It started out innocently enough and in familiar surroundings. I was in the room at NHIS that we use for our driver's meetings, trying to appear enthused about the twenty-fifth time I've been instructed on the proper use of corner flags, when I realized that I was sharing the room with none other than the

President of the United States, Mr. George W. Bush. In all his official splendor he was surrounded by his usual and customary cronies, protectively hovering about him while he fooled around, cracking his silly and some-may-argue moronic jokes while the chief instructor attempted to press on with his lecture. I saw the tall, shapely and otherwise nocturnally-welcomed Condi Rice off to one side, fully dressed, casting sinister and conspiratorial looks my way and any hope I had of incorporating her into one of my preferred settings completely vanished when I saw her tap the shoulder of Donald Rumsfeld and he slowly turned and gave me... The Evil Eye, and I suddenly felt like toast. Other than Dubya and his goons and the track master the room was empty, and I realized that I would be driving against only him, but the real fear, the kind that shakes to the foundations of your very being and unleashes a slow-rolling tsunami of terror, came when my eyes fell upon our Vice-President, Mr. Dick Cheney, breathing deeply and slowly like some kind of Horta, gradually materializing



Spock Mind Melds with the Horta

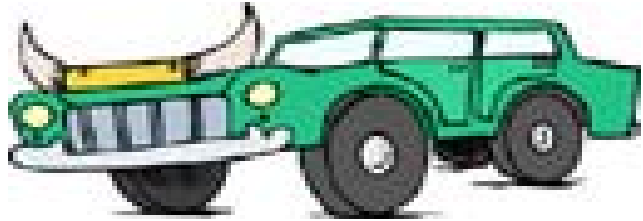


from the dark and recessed shadows of the 70s.

They were laughing at the established rules the track master was laying out. I could hear the brainy ones making legal arguments concerning the validity of passing zones, implying they would pass anywhere they damn well pleased at any time that suited them, and just try to stop them. Dubya snickered something about the Supreme Court being the best friend a fella could ever have and I could've sworn I heard him mumbling something about his daddy, when, oddly, Harriet Meirs surprisingly appeared to engaged him in a challenging game of rock-paper-scissors, to which Dubya quickly rose. Mr. Cheney, clearly disapproving of his behavior, seemed to haul him in and Dubya gently slapped Harriet's hand, saying, "Heh, heh, This gonna be easy, we'll just stay the course!" To which Cheney quietly growled, "Pay attention boy. There may be questions later." Dubya immediately straightened up and flashed a discrete and reassuring nod to Meirs, indicating they would finish their 'bidness' later. And as I slowly assessed the honorable assemblage of the room I felt a tangible and quite terrible gloom infuse itself deep into my bones. And I don't think I've ever felt so alone and vulnerable in all my life.

Now Hanzy, as I'm sure you can appreciate from reading the above narrative, I was in a state of extreme distress as the driver's meeting concluded and it was time for us to meet on the track. My poor old 944 had nothing more going for it than a recent oil change when, from out of the garages, I saw what the Bush Team was planning to roll out. It appeared to have once been an early 70s 911 — very, very early — and made

horribly grotesque with Hummer 2 fenders welded onto the sides and the whole hideous mess can-sprayed a lifeless shade of battleship grey. Though I'll never know for sure, I suspect that a lump of Detroit iron was hiding in the butt of that monstrosity as the big-ass open headers were spewing partially-burned fuel in a cloud so dense it left splatter marks on the pavement. This horrible, sputtering and spitting beast



shook the ground like a herd of buffalo and just to drive the point home there was a genuine and authentic set of Texas Longhorns mounted on the hood, with the right horn inscribed, "Love" and the left one, "Hate,".

We were staged at the start/finish line. I looked to my right and through the fog of raw, un-burnt fuel hanging in the air I saw Dubya in the driver's seat, wearing a baseball cap backwards to suitably protect his vital national assets and he seemed to be fiddling with the radio while Cheney was riding shotgun and early grinning at me from under his black Darth Vader racing helmet. The trackmaster was clearly as frightened as I was when we both heard them laughing outrageously as he called for a fair race, and then Cheney suddenly hollered, "Let 'er rip Georgy-Boy!" Dubya started digging for a gear and produced nothing more than the sounds of grinding steel when the trackmaster waved his flag in my face and said, "Go. Go Man! RUN!" I felt like a rabbit at a dog track as I wound out my little four-banger for all it was worth and entered turn one faster than I've ever managed before. Refus-

ing to brake, I was careening off the apexes nearly out of control, sliding wildly as I fed back out onto the oval in a state of near panic. The President had managed to get his rig in gear and I could see that the Bush/Cheney calamity was gaining some serious traction and I knew it was only a matter of time before they caught up with me. I went into turn three way too fast and spun my car, but by the grace of gravity I ended up pointed in the right direction and sprinted up the hill. From my vantage point I could see them coming. Dubya had the beast under control now and was thumping down the short straight ahead of a cloud of slowly expanding and quite noxious exhaust fumes. At the top of the hill I became aware that there were corner workers on the job when I spotted one terrified fellow encouraging me to go faster, as if I could. Exiting the outfield I could see a trail of lingering pollution running up the hill and I knew they couldn't be too far behind me, so I resolved to immediately pit-out, turn tail, cut and run, and get on the highway home as fast as possible. As I exited turn twelve to shoot into the pits I saw to my horror that my escape was blocked by several large,

black SUVs and some very nicely dressed men wearing sunglasses and holding weapons unlike anything I ever saw growing up in the woods of Hanover. Clearly, they were helpfully suggesting that I continue driving, and not wanting to press the issue with them, I quickly turned down the main straight for my second lap around the track. I saw

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But that as not to be. Halfway down the straight I saw them feed out behind me. They were charging down upon me fast, obliterating everything behind them in a fog of half-burned fuel, hydrocarbons and solid filth, and the apocalyptic parallels were hard to ignore. I knew I had to brake soon but I never got the chance. I gave them a clear passing signal but they hit me from behind, hard, and I saw my shattered taillights exploded as chards of yellow and red plastic flew from the rear of my car. I completely missed the turn-in to the infield so I mashed the gas peddle and pointed my wounded car towards the oval, blowing through a line of once-sacred cones. I looked in the rearview mirror and they



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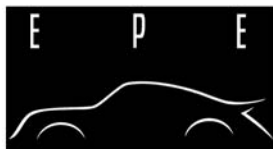
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were right on me, and, deepening my horror, I realized that Mr. Cheney was now doing the driving and Dubya was in the backseat, boning-up on his rock-paper-scissors technique. They hit me again, this time knocking my bumper to the ground and sending Dubya tumbling into the front seat as Mr. Cheney tried to avoid my treasured debris and regain control of his blunderbuss. They immediately pulled up beside me and I heard Dubya holler, “Stay the course, Mr. Cheney, we gonna stay the...”, and then they slammed into the right side of my car flattening the fenders so severely they left a reverse impression of a Hummer 2 stamped into them. My car started pulling badly to one side, and as I compensated by turning the steering wheel I became aware that the right side of my car was now emitting massive amounts of thick, acrid tire smoke. I was careening wildly around the track, desperately looking for somewhere to run, to escape or hide, and I sadly realized that I had nowhere to flee: They owned this track. They came up on me again, this time on the driver’s side of my car and I saw Dubya in the passenger seat with his arm out the window and his cap still turned backwards, and I saw a look

of panic in his eyes as Darth Cheney slammed the 911-H2 into the side my car an instant before Dubya retracted his arm. I heard a horrible crunching sound and my car lurched sideways as the rearview mirror disintegrated before my eyes along with both fenders and most of my door. My car still had power, but it now had an ominous grinding sound

coming from the front end while the rear end was bouncing around like it was



riding on square tires. I looked over and saw Cheney grinning madly, at one with himself. Oddly, Dubya gave me some kind of goofball thumb’s up sign as they hit the gas and moved out ahead of me, immediately spraying my windshield with partially burned fuel and petroleum byproducts. I hit the wipers and instantly smeared the inorganic mess everywhere and my vision all but disappeared. But it really didn’t matter. As soon as the Bush/Cheney Team got in front of me they locked up their brakes and when I stabbed at mine the only answer I got was a



peddle to the floor; my terribly battered 944 was bleeding profusely from every corner. I slammed into the back of their abomination so hard that my harnesses stretched against my should-

point; this was as dignified an ending as she ever could have hoped for, and I silently blessed her for the time we shared together.



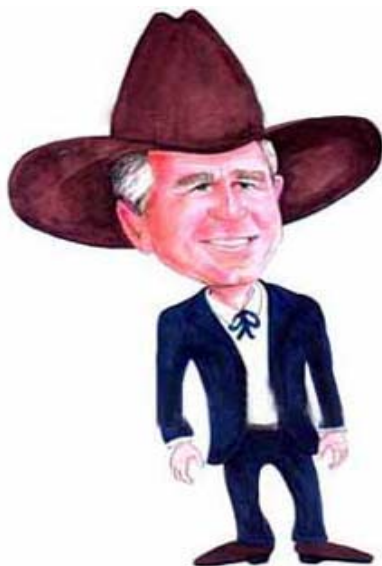
ders and the hood of my car completely separated and flew over the roof. Their car, of course, was completely undamaged, but it was now raining green antifreeze across my windshield and I warily noticed that my oil pressure gauge was reading zero, and that all that terrible smoke I was currently producing was not coming from just the tires. The Bush/Cheney Team went speeding off to Glory and Gain as I sadly heard my venerable and bulletproof engine toss a rod through its crankcase in a final, metallic death throe. As my old and beloved 944 came to its ultimate, grinding halt, I knew right then and there that it would never, ever, roll again under its own power.

I looked across the track and saw the 911 Hummer 2 parked in front of the cheerleaders and power point presentation. I could see Condi bouncing around in her short, pleated skirt and bobby socks, and I wondered how a dream could

come so close yet go so horribly wrong. I saw Dubya attempting to collect a massive trophy and straighten his cap at the same time while reading from a card and saying into a microphone, "We just stayed the course, works every time."

-John Killion, Car 168

I unbuckled my harness and got out of my car. The damage was impressive to the point of rendering it unrecognizable. I could smell fuel in the air and wisely backed away as flames broke out from somewhere underneath her and within moments she was completely engulfed in an expensive and vigorous funeral pyre. I could see the corner workers rushing to my aid, extinguishers in hand, but there was no





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YANKEE SWAP

By: Paul Tallo - Charity

About 25 NCR members attended the re-scheduled Yankee Swap. Master of Ceremonies Steve Robbins laid out the rules as we ordered lunch specials at the Cat 'n Fiddle restaurant in Concord, NH. Judy Hendrickson was the first to open a gift. Those to follow had the choice to steal or open a new surprise. The Porsche Design sunglasses changed hands quite a few times. Each recipient had to try them on and model them for a picture by David Churcher. It turned into a double-team effort on both sides. Hank Cowles thought they looked best on him, and Ivy Leonard tried to improve her next job review by stealing them back once for Hank, but in the end the husband-wife team of Laura and Bob Futterer won out.

Joe Kraetsch took home a set of "Diagnostic Dice" with a different color die for each category of car repair – they will make a fine addition to his tool display at the next Scratch-n-Dent Concours event!

Paul Tallo went to a Yankee Swap, and came home with a homework assignment! See book review elsewhere in this issue. Paul was hoping to get one more chance to steal back the basket with the bottle of wine, Porsche logo glasses and Lindt chocolates, but alas, John Leach is probably enjoying that wine while he reads this issue of *Northlander*. Perhaps Janet Leach is practicing with her new 6-volt remote-control Boxster. It was even blue like the other Boxster in the family. Did we ever figure out if those other items were chocolate cars or car

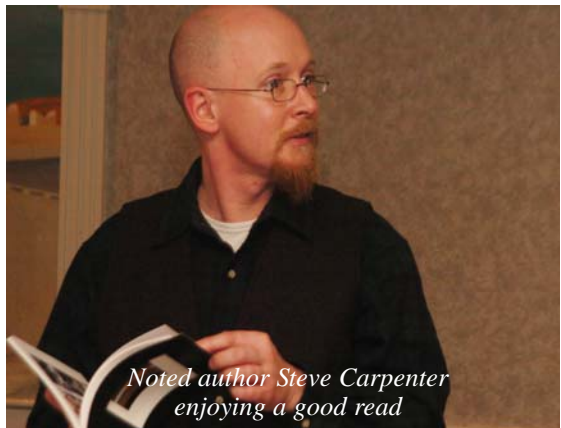
candles? Smelled like chocolate? Tasted like a candle? Huh?

Other car treasures included a variety of tire gauge kits, scale models, and a Porsche-logo'd bucket full of car detailing products. That bucket seemed to follow the sunglasses back and forth between those opposing corners of the room. Auto-related books including one about Arie Luyendek, and *The Gold-Plated Porsche: How I Sank a Small Fortune into a Used Car, and Other Misadventures*. (Hey, how come the esteemed Editor of this publication isn't writing a book report on that one...?)

Appropriately, Jack (Saunders) went home with a jack (hydraulic).

While we decided on desserts, Judy Hendrickson pondered her decision for the final steal. She tried to make many people nervous that they may lose their current treasures, but she went for the Trans Siberian Orchestra CD/DVD.

It was great to see club members in the "off season" and share lunch, some good laughs, and to see who had the best strategies to swap and steal..... just wait until next year.....





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By: Edgar Broadhead - Safety Chair



The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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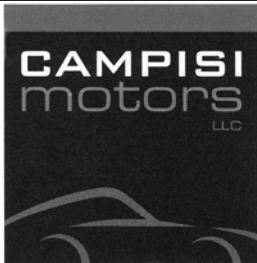
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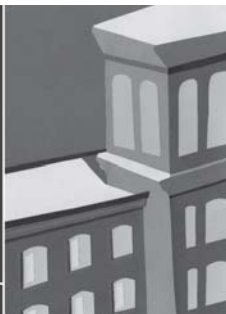
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David Churcher Photography 29

EPE 15

EXOTECH 7

Foreign Intrigue 27

Harry Robinson (Porsche of Nashua) 27

HMS 24

Housewright LLC 28

IRA Inside Back Cover

Iron Horse Transportation 28

Lavallee/Brensinger 28

Michael Bernier Agency/Hagerty/Allstate 22

Meister Restorations 18

Porsche of Nashua Inside Front Cover

Parts Heaven 26

Precision Imports 18

Rick Scourtas (IRA) 27

Seacoast VW/Mazda 21

Sports Car Workshop 19+29

Steve Gratton (Lovering) 29

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