

Northlander

Newsletter • North Country Region Porsche Club of America
May 2006 • Volume 29 Number 5

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On the Cover...
The Sydney Opera House captures on film by David Churcher during his recent trip down under.

Photo Credits:
pg. 14-17, 26-p27
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Statement of Policy

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CALENDAR

MAY

- 7 - Sunday **Spring Gimmick Rally**
Middleton, NH rally@ncr-pca.org
- 11 - Thursday **NCR Board Meeting**,
Cat'n Fiddle, Concord, NH 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/>

NEW LISTING

- 20 - Sunday **NCR TECH SESSION Cayman S Technology**
Porsche of Nashua, Nashua NH
- 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/>
- 29 June-1 July **Porscheplatz during ALMS**
Lime Rock Park, CT <http://zone1.pca.org/>

JULY

- 1 - Saturday **NCR -AX #3**
Ft. Devens, MA autocross@ncr-pca.org
- 2 - Sunday **NER -AX #2**
Ft. Devens, MA www.porschenet.com/auto-x.html
- 11 - Tuesday **NCR Board Meeting**,
Location TBD president@ncr-pca.org
- 16 - Sunday **Golf Outing at Country Club of NH**
Sutton, NH - TENTATIVE
social@ncr-pca.org
- 21-23 - Sat-Mon **NCR/CVR, NHIS, Loudon, NH**
driver-ed@ncr-pca.org
- 22 - Saturday **Charity Laps, NHIS, Loudon, NH**
charity@ncr-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



Saturday, last weekend and I found myself out in the garage again. Sometimes I make some rash decisions and later, find myself asking the questions I should have asked before making the decision. In any event, last weekend I found myself out in the garage where I keep at hand my collection of various Porsche magazines, including *Panorama*, *Excellence* and *911 World*. Last month I reported removing a fair number of non-essentials, including the sun visors from the old beast. Well after sorting through a few articles of 'Hot Rod' 911's I felt I could dig deeper and shave a few more unwanted pounds from my car. In essence, it seemed like a good time to remove the driver and passenger seats so I could fabricate some brackets to mount my new rally seats. Rumors were this could save at least 20 lbs per seat.

After removing the seats I found myself staring at the old carpets. In OK condition, I knew there were some skeletons in the closet, or in this case, swept under the carpet. The previous owner (*Classic Motorsports* magazine) had elected to install "dynamat" sound damping mats in the entire passenger cabin to reduce road noise. I just knew deep in my bones that this matting must be weighing the car down. Forget that it only has a two litre motor, the acceleration off the line was slow due to the massive amount of dynamat. Plus I had a few alluring photos of a 'hot rod' where the carpets had been removed and the exposed metal painted to match the exterior. Trimmed with a pair of custom rubber floor mats and minimalist rear seat pads, the overall look was not

unlike a Norton Commando stripped to the very essence of a motor cycle with a basic windscreen and solo seatpad; the ultimate café racer. In that moment, I knew that not only would my acceleration off the line be greatly improved, but I would also be able to get to the next coffee shop in the minimum amount of time, regardless if I had the latest PCM brakes or not. This was the look I had to have, and the coffee would be hot when I arrived. Out went the carpets.

A few minutes later, I found myself looking at the old beast bare of carpets, the full extent of the dynamat now in plain view. The chorus refrain from Talking Heads, coincidentally playing on the mini ghetto blaster in the corner, ringing through my ears.

'And you may find yourself living in a shotgun shack. And you may find yourself in another part of the world. And you may find yourself with a beautiful house with a beautiful wife. And you may ask yourself 'How did I get here?' And you may say to yourself 'My god, what have I done!'

Such was my state of mind when I surveyed all I had wrought.

In any event, removing the carpets was pretty easy. They were stuck only lightly to the Dynamat. The dynamat

continued on page 7

FROM THE PRESIDENT

By: Janet Leach - President



The first Autocross of the NCR season was run yesterday at Devens, and Joe Kraetsch and John MacDonald set up a “thinking man’s (or women’s)” course and they used all of the cones wisely. Each participant was vying for the fastest time in his class and there were no particular straightaways to gain speed. Rather, it was the finesse in which one maneuvered through the obstacles that made the difference. Everything came up quickly, and if you were not looking ahead, it gotcha! Once you miss a gate or a cone, then you have to have the mindset that you will continue as though nothing happened. Posting a time is the most important thing to me, and whether I hit many cones or went off course, that will be my time to beat the next time out with a near perfect run. Since we are a dual-driver car, John took his runs first, and I believe it was an attempt to slow me down that he returned to the staging area with a cone under the car. The car sits so low, so it took a little back-and-forth action to loosen it from under the frame. Then I had no excuses but to get out there and do my best. I went off course on my first two runs and on a later run as well, for a total of three times in my eight runs, which I believe is a new personal best (or worst). I did take a run with Ollie Lucier in his 1998 Silver Boxster (I was brave since I had just had my lunch). Now we are both in Class 8, for Boxster and Boxster S. That is where the similarity ends. He has over 100,000 miles on his car and I am sure most of that is his seat time. We have just over 23,000 miles on our car, and I may have driven 3,000 of those miles, and I’m being generous. I definitely felt the g-forces at work on the

track with Ollie. With only the OEM seatbelt, I experienced a lot of lateral movement as he put the car through the paces. I was very impressed at the limits of both his driving ability and that of the car; it was a solid performer. I realize that you can only improve in this event if you drive many autocross courses, and I’ve alluded to this before. So, needless to say, Ollie took first in his class (and was second for FTD), and proudly, John came in second at less than five seconds off first place. At least one of members of the Leach family was able to bring home the wine glass trophy. I hope we can collect a set from the other events this year.

John expects to install seats that will more properly accommodate 6 point harnesses this summer. The 5-6 point harnesses are recommendations at this time by the PCA National Safety Committee, but it is only a matter of time that their use (through seats with dedicated harness guides) will be mandatory according to what we have heard at the Zone I Presidents’ meetings. The Recaro seats he will be ordering will be fully adjustable, so they are an upgrade from the ones we currently have (a feature that is a must for two-driver cars). This will be the first major upgrade to the Boxster in a few years. This may not increase our Concours scores, but they will add to the safety factor.

The weather is getting better everyday. Hope you’re getting out there and enjoying your cars!




THE STARTING GRID

By: Lisa Roche - Membership



Last month we had a great, but brief history on the 928 in the newsletter. This month we have three new members who are 928 enthusiasts. Welcome to the club and we look forward to seeing you at an event soon.

| | | |
|---|--|--|
| <p>New Members: Daniel Allen Milford, NH 1987 928</p> <p>William T. Berriman Heidi Magee Franconia, NH 1987 928</p> <p>Samuel Fragala Charlene Fragala Litchfield, NH 1976 911</p> <p>Donald Wakeman Lindsey Wakeman Hanover, NH 1979 911 SC</p> | <p>2 Years: Paul Haarman Niki Haarman Bedford, NH 2004 911 T</p> <p>John Hagen Loudon, NH 1998 Boxster</p> <p>Jason Hildebeitel Patricia Hildebeitel Milton, VT 1989 944 S2</p> <p>James Jalbert Sandra Jalbert Portsmouth, NH 911</p> <p>John Lombardi Dan Lombardi Londonderry, NH 2003 Carrera</p> | <p>David Churcher Helmi Churcher Exeter, NH 1984 911</p> <p>10 Years: James Bull Stephen Bull Windham, NH 1993 964</p> <p>John Rahill Montpelier, VT 1970 914</p> <p>Michael Russell John Russell Montpelier, VT 2000 Boxster</p> |
| <p>1 Year: Harold Caton Dover, NH 1995 993</p> <p>David Jillette Willine Jillette Old Orchard Beach, ME 1988 944T</p> <p>Paul Mailhot Bedford, NH 2005 Boxster</p> | <p>5 Years: W. Burgess Doherty Barrington, NH 1984 911</p> <p>Rob Figler Lea Thomas Bedford, NH 2001 Boxster S</p> | <p>20 Years: William D. Hutchens Kim Yarlott Concord, NH 2003 996</p>  |

From the Desktop...continued from page 4

being a much more challenging project. I quickly learned that the aluminum foil coating pulled off quite easily. It was the 1/2" of wool underneath the aluminum that was, as they say, well and truly stuck to the floor. It seems that copious amounts of adhesive were used to ensure a tight bond. Upon my discovery, I quote myself "****"! (I would use a quite popular interjection, however I might not meet the "family" orientation criteria of our newsletter so please use your imagination to insert an appropriate word above).

After a bit of exploratory scraping, it seems that the factory used a copious amount of other "stuff" to coat the metal in a thick coating of what can politely be called gumption. It seemed a good time

to pull my previous musical selection, Talking Heads, and replace with something a bit more soothing. Well, Bunny Wailer's Gumption seemed to be what the doctor ordered. A heavy reggae beat and a moment to reflect on the project that now presented itself.....

I also mentioned recently that Janis and Annika had headed out to Ohio to visit Karen and Jeff, my sister and brother in-law, for a baby shower. Well young Rosemary Breuer arrived at the end of March with no problems. Surveying my kingdom, it seemed like a good time to call Jeff and see how he was doing, after all, the father doesn't get any attention and I needed somebody to talk to....my God what have I done?



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DEAR HANZY, MEIN HANZY

By: John Killion - Contributor



Dear Hanzy, mein Hanzy;

I got home kind of late the other night after a wonderful evening of food and cocktails with some friends, only to find Bill Shakespeare standing at the end of my driveway yet again, at once both resplendent and foolish in his flamboyant and outrageous attire. I resisted my childish impulse to chase him down, mainly out of fear of damaging my old and beloved Porsche, but before the garage door could close he ducked underneath it and I found myself at his mercy once again.

“Didn’t you see me standing there, Little Brother?” he asked while coyly scanning my pockets. “I’ve been waiting for you all night long. You can’t tell me you weren’t thinking about her when ‘Midnight Train to Georgia’ started playing,” he smirked with a charming devilishness as his greasy hand began fishing through my inner pockets in search of a smoke. “I know *everything there is to know* about these matters of the heart. I am an expert in this field.”

I let out a wimpy whine and said, “Aw, Bill, haven’t you said enough already?”

She and I both feel bad enough about all this without you adding to it. And how do you know what was playing anyway?”

“Whoa, Little Brother,” he theatrically exclaimed. “Take a chill pill. I am here to help.” He lit his pilfered cigarette and grandly blew a thick cloud of swirling smoke around us as he sat down on the hard concrete floor. “You know, there was a lot more to my life’s work than just tragedy, murder and deceit, although that seems to be about the only thing you people want to remember about me. That, and my exemplary manners. Now look — please — sit down and let’s have a quiet little talk.”

Knowing full well that escape was all but impossible I sat down beside him as I’ve done so many times in the past, and I noticed that he looked a bit more tired than usual, more careworn, and his unhealthy pallor was an even starker shade of ashen gray, and I warily wondered if he had anything of a contagious nature lurking about his unkempt presence. He was vigorously scratching at himself in a manner which defies all polite description and I wisely resolved that this would be a very brief visit for us.

“Dude, listen, I read that self-pitying drivel you typed the other night and all I can say is: Muffin! Poor Muffin!” he laughed outrageously, and his laughter quickly degraded into a spastic and frightening coughing fit of massive proportions, heaving in and out like a convulsing human bellows in a TB ward, blowing his rank and poisonous air in every direction. Then, recovering surprisingly quickly for a fellow who’s been dead for a couple of centuries he asked, “Do you think you’re the first Bozo to come down

the pike feeling short changed by circumstance? For crying out loud kid, you've got to learn to relax. Now gimme another smoke." I handed him my last cigarette and he warily looked into the empty pack, and I could see him calculating his future prospects, "You have more of those, right?" he coarsely asked.

Now Hanzy, after a lengthy and time-consuming discourse focused on assuring him that I indeed had another pack stashed in my car, a temporal pack, one of *our* world, he continued with his talk. "You know, when those dandy literary types start yammering about my work all they ever focus on is the human tragedy, the unrequited love, the betrayals, the seedy and darker side of humanity, blah, blah, blah, but I wrote all that stuff just to keep the critics happy, and of course to keep myself in wine and women. You know, Little Bro, women love poetic



types, and a little wine goes a long way when delivered with a nice verse."

I considered slapping him. "I know, Bill. I've been there. But this was something different. I didn't have to pretend to be someone other than who I was and

neither did she. She was just so easy to be with, and I found I was actually interested in talking with her."

"Oh, paleeeze," he bellowed with a sweeping gesture of authority. "You're gonna tell me you weren't thinking about her more mysterious and secret charms? Are you claiming that your sole thoughts were confined to your polite talk while the two of you were eating in that commoner's establishment? I saw the way you were looking at her. I've looked at hundreds of women that way. I dare say *thousands!*" he said while picking one of the several dozen pieces of crud from his shirt.

"But Bill," I pleaded. "This was something beyond infatuation. I've been around the block more than once, and she is the type of woman who comes along maybe once or twice in a lucky man's life. Sure, I could fill my time with any number of distractions, but there is more to life than treading water at the shallow end of the pool."

He cursed my name. "Now you are telling *me* about the mysteries of life?" he grandly questioned with but a small fraction of the literary might and indignation he could have easily mustered. "I wrote the book on this subject — don't ever forget it — and if you would just shut up and listen you may learn something," he said while blowing another voluminous cloud of smoke. "Underlying all my brilliant perceptions concerning human folly, tragedy and misfortune was a subtle message for knuckleheads just like yourself, and if you only took the time to look a little deeper you just might have an easier go of it."

He had my full attention now. I shook the hair out of my eyes and looked at him closely, and I could tell that he genuinely wanted to help. "I've been watching you for years, Little Brother," he said calmly. "I've taken an interest in you and your silly business, and I've seen you

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emboldened with an attitude of smugness far beyond what your actual level of talent could ever properly answer. But now you claim that you've grown up, that you've developed a taste for sipping fine wine as opposed to gulping down the grog, and now you have a genuine desire to touch the enchanting soul of a woman, instead of just her body," he rolled his eyes in exaggerated disbelief and continued. "So, last week you met a woman you believe that may be possible with, only to find yourself hindered by circumstance and distance seeming beyond the control of either one of you. Have I got it right so far?" he asked.

"Yup, that's about right, Bill," I quickly said to him, anxious for him to provide some actual insight to me as payment for my many years of listening to his incessant and fulminating blather.

"And you think she felt the same way about you?"

"Yup, whatever was sitting there between us felt way too good to be traveling in only one direction. It was just so

easy to be with her. It felt, I don't know, correct, like I was harnessed in my driver's seat, you know? Like we'd done it many times before and would do it many more."

He shot up from the concrete floor with an agility I never would have expected from him. He tossed his funky bell hat to the floor and began dancing around it like a crazed troubadour, snapping his fingers as high into the air as he could reach which was about up to my nose, convulsed in laughter, and spouting, "This is pitiful, PITIFUL. What do I have to do for you people, hold your hands? Can't I leave you alone? I bet you're thinking some Romeo and Juliet type of thing here, right? And now your cast in the heroic part of one of the dumbest characters I ever bothered to take the time to create? And *she's* Juliet?" He howled with laughter. "That's it! Huh, Little Brother?" He was coughing and laughing with such frightful enterprise that I would've considered his days numbered if he hadn't already died so long ago.

"Well, ahem, it's not totally unlike..." I fumbled. "Um, ah, hey would you like another smoke? I have that extra pack in my car..."

"Oh, brother," he slowly groaned. "Pretending for a moment that I'll overlook your self indulgent flattery regarding



one of my masterpieces let me ask you something. Do you know what made it a tragedy?

“Well, yea, they died,” I cleverly responded.

“Oh, very good, Einstein. ‘They died.’ How first-year-English of you.”

“No, I mean they died *tragically*.”

He slowly shook his head. “Pitiful. No wonder you people need me. You *really* need me, and you’re lucky I’ve taken an interest in you.” He stopped dancing and stood on his tippy toes to reach up and place a surprisingly strong hand on my shoulder. I bent over so he could stand flat on his feet.

“Listen dude, those two tragic little kids went off to fairyland way before their time and their only mistake was one of bad timing, and that blew the whole deal for them. So, do you get the point yet, Little Brother? Life is long, circumstances change, full plates can become



empty. So don’t be so quick to jump on the knife. Now give me that smoke.”

-John R. Killion, Car 168
JRK944@aol.com

Author’s Note: In light of the current questions regarding the definitive image of William Shakespeare, I thought it might be fun to draw my own. In spite of what he considers to be unflattering portraits of him, he still visits me on a regular basis.



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TWO FOR THE ROAD - 2006

By: David Churcher - Contributor

Two for the Road was a great movie from the sixties starring Audrey Hepburn. It was a story of travels as a young couple and travels again in later life. I loved the movie when I saw it as a young man and wondered then how I would travel later in life.

Later in life seems to have arrived. I am traveling with a good friend and anticipating her military experiences will mean she is organized, structured, and prepared to deal with a testy photographer. She is. So, we are two for the road.

As I write these lines I am hours from departure. My Porsche just blinked a head lamp and I could not remove the screws. What was to be a social visit to Joe (Campisi) turned out to be a job of 45 minutes grinding off screw heads. All fixed. Off to Route 1A to photograph my 911 in the sunshine. But my Nikon D2H decided to tell me it was not metering. Oh, joy, a Nikon announcing "known problem" attacks me a day or so before I leave. Great, will this be auspicious?

And as I begin this paragraph I am searching my notes and photographs from the trip and preparing to put them in order to share with you. I will begin by saying: Wow! What a trip!! My friend (our friend) Judy and I will be telling stories for years to come.

The problems of the D2H plagued me, and I had to use the F4 (film) as a back up. I never realized until now just how heavy a F4 is. But I do have photographs to share, and the Nikon has gone to Nikon hospital.

Shanghai is about 18 hours of

flying from Boston. We left Boston late in the day. It was a very long day. This provided time to reflect on the anticipation of Shanghai and all the reading I had done. On arrival I was not disappointed. This city is awesome. Yes, there is air pollution on a scale similar to Los Angeles but I have to focus on the positives: the clean streets without graffiti and no punks, hooligans, or street crime. No skate boarders. High rises and construction projects of extreme scale and the old city is thriving along side of all this. This city makes a big impression and keeps on going. We had done our reading before leaving and of course formed an opinion. I am lucky enough to have a company colleague living there and Russ had indicated this is a safe place and the people are friendly. He is very pro China and now so am I.

I saw more guns in Amsterdam, Paris, and Cairo than I saw in Shanghai. The people in Shanghai who have to deal with curious Westerners are polite and





friendly. A couple of times I was asked not to include them in my photographs...but the requests were really friendly.

The highlight of this visit was to be able to see Shanghai not as a tourist but through the eyes of an expatriate. My colleague mentioned above took us to "real" Chinese restaurants where we were able to drink Chinese Cabernet Sauvignon. He took us on a plant tour of



a US/Chinese plant and he shared his knowledge of China. I will summarize by saying the machine building and the technicians in the plant are equal or better than anything I have seen in the US. They are trained, they are talented, and they have a work ethic. I am impressed.

We were fortunate to have a day with a Chinese friend of my colleague. Ah Yan took us to the markets and did the bargaining for us, she took us to Pearl Tower, to the Shanghai Museum, and to another "real" Chinese restaurant. Judy and I were the only Westerners in the place. I was able to sit and think: this is a restaurant scene from any where in the world...Friday night, couples sharing a meal and planning a night on the town. As I was thinking these thoughts I no-

ticed a couple next to us eating a bowl of what appeared to be long skinny fried clams. Ah Yan saw my curiosity and explained: duck tongues.

A visit to the Shanghai Museum spelled out the rich art and cultural history of China. I saw a statue of Bi Sheng and learned he was the godfather of the printing machine in China. Looking at the art, the dates, learning about Bi Sheng and his machine built in 1045, one quickly realizes China was thriving way before our countries were discovered and while Europe was still primitive. Oh, and if you thought noodles were invented in Italy ... think again. If I had space here I would continue to rave on about Shanghai. The photographs will tell the story. Shanghai has made a big impression. I must go back.

Sydney. Home. Well, almost home. Just 13 hours more flying and we would be there and arriving at 6:30 AM Sunday. I had my plans to introduce Judy to Australian culinary delights as soon as possible. By 8:30 we had stored our bags and taken the train to the city, walked to the Opera House, and settled down to breakfast of a meat pie and a ginger beer. Home. I was back. And Judy's Australia adventure was about to begin.

If you ask Judy for a quick summary impression of Australia I think she will begin with comments on the food and wine. The meat pie set her off, within minutes she was in to an ice cream and her obvious delight with Australian food did not stop for the next three weeks. And I, of course, shared in all this...

The stop over in Sydney was just for the day. We were on our way to Tasmania. A real inspection of Sydney would be on our way back to USA. This brief visit gave us a chance to sit in the sun and snooze, a chance for a beer and a visit to a flea market in The Rocks (under the bridge), and to just unwind from the

long flight.

Tasmania. This is home. Actually at this point I must explain “home” and what the word means to me. I made the “mistake” years ago of traveling and living in several cities and four countries. So where is “home?” Tasmania is where I grew up, New Hampshire is where I live now. I am at home in either place and if I visit Heidelberg I feel quite at home. There, that should cover it, “Home” is defined.

Judy has seen my book collection on Tasmania. She has had me as a buddy for over four years, but I don’t think any of this prepared her for what was about to unfold. I took great delight and a lot of pride in watching her expression as I dragged her from one beautiful landscape to another. I won’t repeat the culinary delights comment ... read on ... see the photos. And, I took particular delight in seeing the immediate bond form between my family, and close friends, and my US friend. Wonderful.

My pilgrimage back to Tasmania has the same format each trip. Out the door,

down the hill to the Cataract Gorge, down the path to the city, lunch at Pierre’s (the best pasta and fungi in the Southern Hemisphere) with two Tasmanian reds, up through the park, passed the old house, up the hill to my Mum’s place. Day trips followed. Off to Cradle Mountain, to House of Anvers for lunch (see the meat pie with chocolate and red wine sauce), to Strathlyn where chef Daniel Alps does his magic, to the Raspberry Factory where Judy started with desert ... down to Freycinet and Wine Glass Bay (visiting vineyards on the way), on to Hobart for breakfast at The Bush Bakery and a day on Bruny Island with friend Tas Groombridge. Eat Kangaroo? Judy had a Wallaby Burger at the Penguin Café on Bruny. And, on the way back ... a mandatory stop at the Ross Bakery. Then on to Greens Beach for a quiet day with Jill.

A taste of Tasmania. It’s all about the landscape, the food, and the friendly people.

Melbourne: Host city for the Fosters Australian F1 GP. A world class city, with a world class F1 circuit, and, the





new F1 cars (V8, 2.5 L). F1 is not the spectacle it used to be. I am old enough to have been at F1 when one could be close to the drivers and the cars were separated from the crowd by bales of hay. Not any more., now the cars race inside a trench of concrete barriers and are enclosed by a wire fence. The view is not what it was; but the thrill has not gone. The sound of 500 HP at 20,000 RPM just 5 metres away is awesome. We placed ourselves just 50 metres from a corner and I enjoyed the sound of those Xtrack sequential boxes shifting down with micro seconds between shifts. The race was preceded by an RAAF demonstration of an F18 fighter jet. I had to note the similarities between the F18 and the F1 cars ... high tech materials, aerodynamics, and so complicated that no one engineer can claim he designed this machine.

The day was not all F1. It was a day of nostalgia. The sight of the Fosters Girls was alone worth the \$90 ticket. The Porsche Cup race was a joy to watch. Judy was taken by the Porsche Pits and engaged in conversation with drivers and crew. I saw old familiar names, such as Bob Jane who was a racer when I lived there years ago. We heard Sir Stirling Moss was around but we did not see him, however we did see Sir Jack Brabham; he was celebrating his 80th birthday. At the REPCO antique car demonstration Vern Schupan was driving. Vern raced 956



and 962 Porsches for the factory and spent years in Japan racing these cars.

It was a day of overloaded senses and memories. At the call to attention for the National Anthem (Advance Australia Fair) I found a tear in my eye. Maybe I am an Aus after all. We walked from the circuit up St. Kilda Road to the city and I was able to reflect on the last time I was on foot here. It was the 1993 Melbourne Marathon finish. Walking up this time hurt just as much as the marathon.

Sydney again. By now we were slowing up and energy reserves had to be measured carefully. Our plans included more walking. I wanted to show Judy the Hero of Waterloo Pub (oldest in Australia), and Judy wanted to walk the



continued on page 26

ALTERNATE FUEL - ETHANOL

By: Tracey Levasseur Assistant Editor



As I write this the price of regular gasoline is closing in on \$3 per gallon. Aside from the fact that I feel we're being taken by an indifferent government my thoughts hover around the idea of alternative fuels. And I'm sure many of you preparing for a roadtrip, a DE event or merely driving a long distance to work every day may have wondered what it would be like free from the bondage of gasoline. How great it would be to fill the tank without emptying the wallet using a fuel that not only could give you the horsepower you're used to but do it without polluting the environment and without having to rely on other countries to supply it. Sound like science fiction?

You may have seen the commercials or magazine advertisements for livegreengoyellow.com. They're backed by GM and are seen more frequently as the gas prices continue to rise. The ads state that GM has begun manufacturing flex-fuel vehicles that run either on

straight gasoline or E85. E85 is the name for corn derived fuel, 85% ethanol and 15% gasoline. Burning E85 fuel reduces greenhouse gas emissions and is a renewable energy source. And since corn is the main ingredient it doesn't have to be imported from the Middle East, South America or even sucked out of our own United States. E85 can be grown and processed right in this country and guess what? The website even states that consumers can process E85 right in their own backyards!

Sound too good to be true? Well, here are some statistics before you run to the hardware store to buy squirrel food and copper pots for your backyard still. You can buy a flex-fuel vehicle today but if you expect to run strictly on E85, you better leave enough in the tank to get you to the next filling station. A slick link on the goyellow.com site will show you the closest E85 fuel station. Although there are 600 across the country, for those of us in the North Country Region the closest is New York City.

The website states that E85 is 110 octane. When compared to regular gas at around 87 octane, you would think this stuff is racing fuel. However, E85 is not as efficient as gasoline. So at this point running a flex-fuel vehicle on E85 will not feel like you're driving an F1 car nor will you get as good gas mileage as running it on gasoline.

An important feature of E85 that you won't see on the TV commercials is its corrosiveness. E85 is extremely caustic; ethanol processing plants cannot transport their product through pipelines because it will eat right through the pipes. You can imagine what this product, combined with heat and pressure, will do to



your car's engine parts over time. The flex-fuel vehicles probably have special coatings and gaskets on their engines but for older cars retrofitted to burn E85 (website said it can be done) expect premature wear. When ethanol, gasoline and water combine they produce formic acid which will prematurely corrode engine parts. This brings up the questions, how will a flex-fuel vehicle go before needing a complete overhaul and how frequently will parts need replacing?

Recently CBS news ran a piece about how ethanol processing plants actually consume more fossil fuels during the distilling process than they produce in ethanol. If this is true why bother producing the ethanol? If the ethanol processing plants are polluting the environment while producing a product that's supposed to save the environment isn't that counterproductive?

To go back to the original reason for this piece, what will E85 cost consumers? One would think that based on the fact that E85 is 85% corn that is readily available right here in the US the price per gallon should be significantly cheaper than straight gasoline. Unfortunately, the price of E85 still fluctuates like other fuels and is currently about the same price as gasoline.

With all this information about E85 you're probably reconsidering that flex-fuel vehicle and wondering if the hybrids may make more sense. Well, don't shut

the door just yet. It appears there are still "bugs in the system" that need working out, the same thing happened to personal computers when they were first made available. But if a few more automobile companies take ethanol serious enough to start making flex-fuel vehicles now the research and development necessary to fix the E85 issues should quickly follow. Let's face it, even if importing gasoline was not an issue, the fact is it pollutes the environment and supplies are dwindling. Corn and other waste agricultural products have the potential to supply the US with an abundant source supply of ethanol which will keep our air cleaner and will emancipate us from the countries that own the oil fields.

Editor's Note: Although Assistant Editor Levasseur points out that alternate fuel may liberate the US from dependancy on oil rich countries, it is sad to counter, in my opinion, that US auto manufacturers and legislature are moving too little, too late. For more than a decade, gas guzzling "SUV's" have been heavily marketed to boost the bottom line profit of second class US auto manufacturers with no long term planning toward fuel conservation or environmental impact. As for our civic leaders, what ever happened to public transportation? - Bill Kallgren



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The 2006 Autocross Season starts this month! After a long and not so snowy winter, we are anxious to get out, enjoy the tarmac and sacrifice a few cones. If you have never autocrossed, don't worry, it's fun to learn and we have instructors to help you get started. Most folks get hooked after just one event!

Our schedule is a bit more scattered than in previous years due to increasing competition with other car clubs for a decreasing number of available dates. I managed to trade some dates with other clubs to improve our schedule. We have five dates:

Remaining Dates for 2006

Saturday, May 13

Saturday, July 1

Saturday, August 26


Saturday, September 16

All autocrosses take place at the Moore airfield in Devens, MA. We made a couple changes to the classes so be sure to check your car's class before registering. This is also a good time to verify not only your car's info, but your personal and emergency contact information as well.

Registration is now open for all dates. Save money by registering online in advance. The entry fee is \$25 per event in advance and \$30 at the event. Save another \$25 by registering now for all five events. That's one autocross for FREE!

More information is available on our website or by email:

www.ncr-pca.org/autocross
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Porsches in the Park Sunday, July 9, 2006 Greeley Park, Concord Street, Nashua, NH

That's right, the Annual NCR Car Show is moving from the parking lot of Porsche of Nashua to picturesque Greeley Park. Lots of green grass and stuff for the kids to do while the grownups show off their cars to one another and the public, smooze and enjoy a picnic with friends.

We're mixing things up a bit this year and there will be something for everyone whether you're showing or spectating. There's a Picnic Contest open to all whether you've entered a car or not, People's Choice for a variety of classes and a Mystery Judged Category. The Mystery is that a select group of nationally qualified judges will pick an area of the car to examine closely on all cars, but we won't tell you until that morning what area that is. You'll need to have prepped your car ahead of time (no engines or undercarriage, but everything else is fair game) but will be given a short amount of time to refresh the chosen area before judging begins. Cleanliness and condition will be the focus.

Our charity this year is the NH Food Bank. So save July 9, plan your picnic and clean the Porsche and join us for a Day in the Park.

Registration Form will be at www.ncr-pca.org

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Driver Education Safety Checklist Updated!!

Please be sure to familiarize yourself with new changes to the DE Safety Checklist prior to your first DE event. You can find the DE Safety Checklist at the following location www.ncr-pca.org/drivers-ed/tech_form.html

Review the list carefully and be sure to have your car thoroughly inspected prior to a DE event. You can find a full listing of Tech Inspectors in this issue of the Northlander. The following is a short list of some of the new requirements for 2006.

HELMET(S) – Snell foundation 2000 or newer in good condition, SA recommended, M rating acceptable.

SEATBELTS – Metal-to-metal seat belts securely mounted (driver and passenger). 1965-68 911/912 must modify outer seat belt anchors so belt crosses pelvic bone and lower abdomen and down to anchor as near to 45 degrees as possible. Cars with a full cage must have a properly installed equal 5- or 6-point harness & seat for each occupant. Five or 6-point harnesses must pass through seat openings intended for this purpose, or the factory 3-point belts must be used in addition. NCR strongly recommends race seats be used with 5- or 6-point harnesses; 4-point harness systems must also use factory 3-point belts. Aftermarket harnesses and belts should be replaced if older than 10 years.

RUST – No structurally compromising rust allowed.



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Iwould like to take this opportunity to formally introduce you to **European Performance Engineering** and our corporate mission. At **EPE** we take great pride in providing the finest service available for your Porsche, enhancing your ownership experience in the process. Our commitment to excellence shows in many ways, through our flexible work scheduling, our cost effective approach to proper repair and maintenance, and our unique ability to make your ownership experience pleasurable and rewarding.

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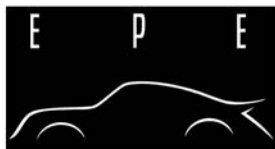
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Many of our clients use their Porsches every day and some only for weekend pleasure. Perhaps you've seen Porsches we service and maintain displaying our **EPE** logo, either on the street or on racetracks around the country. The owners of these cars enjoy the benefits of a "banner rate", a 10% discount on all service labor costs just for displaying that tasteful emblem.

The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
Jerry Pellegrino

*Of course Tech Inspections for track events
are complementary - Just drive by



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Botanical Gardens. A few galleries had to be seen and some friends had to be met for dinner. More culinary delights had to be sampled.

Our walk started at our hotel in The Rocks, went up to the Garrison Church, down to the pub where we both consumed two beers, on to the galleries, and to a pub for a curry chicken lunch with another beer, on to Circular Quay. Here we met up with our young friends from Canada and my Tasmanian friend Bec who now lives in Sydney. Let me explain this in some detail. This trip was originally conceived by my friends of 32 years in Toronto. Nancy and Richard wanted to travel to Australia with me for years and now their son Gordon was there for a year with his fiancée Ashley. But Nancy and Richard had problems and their trip was cancelled. This left Judy and me to consider what to do and we quickly decided we would do the trip and meet up with Gordon and Ashley. Jill and John live in Tasmania and have been friends of mine for about 40 years. Their daughter Rebecca has been my

buddy from day one and was here in the USA with me about 10 years ago. Bec, and her man Dameon, are both music teachers and jazz fans. For me it was a sentimental moment to have the four young people all together. It brought a tear to my eye (again!) when they exchanged e-mail addresses and phone numbers ... the connection of friends continues into the next generation and around the world.

Porsche stories? Other than the Porsche cup I have not had much to say about Porsches. But here is a story from Rebecca which includes Porsche. Bec is a music teacher at a prestigious school. Sax is the instrument of choice. One of her students arrived on occasion without his instrument and on being asked why he explained it would not fit in the boot (trunk) of the car and Dad did not want it on the back seat where it could damage the leather. The car is a 911. But on a rainy day he arrived with his instrument. How come? On rainy days Dad takes the Cayenne.

In the last hours of the last day we





were really physically tired from our trek. My Nikon D2H had frozen solid and I was in a mood to throw it in the harbour. My choice of muscles and beer for lunch crossed my mind as being a dubious decision. The sciatica was killing me. We headed off to the Museum of Contemporary Art. Here my opinion on Australian art was reconfirmed ie: we have about 50 – 50 good and rubbish. Also my lunch decision was confirmed.

Judy was slowing ... and said: “What do you think? A taxi and out to the airport hotel?” I agreed. We headed out discussing China with our Chinese driver. At the hotel ... a few glasses of red, a brief sleep, and a 30 hour flight back to the USA.

And our summary? Wow! Can two old people really stuff that much fun into three weeks? Yes! And would they do it all again? Yes ... we must go again.



NCR 2006 Tech Sessions are here!

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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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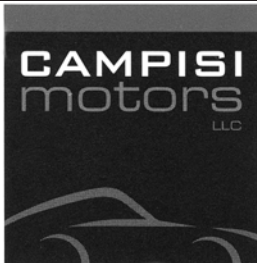
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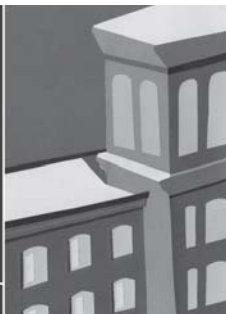
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Early 911 Seats* Early 911 seats removed from my 1969 911. Appear to have been recovered in the past. Offer or trade. I am looking for a Durant type mirror, a couple cases of Tuckermans Ale or a long hood for special project. Bill Kallgren, Hudson, NH (603) 930-2171; kallgren@adelphia.net

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