

NORTHLANDER

NORTH COUNTRY REGION

Volume 33 Number 2

PORSCHE CLUB OF AMERICA

February 2010



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YANKEE SWAP 2010

I HAVE SEEN THE FUTURE AND
IT AIN'T PRETTY

UP-FIXIN' THE WINTER BLAHS



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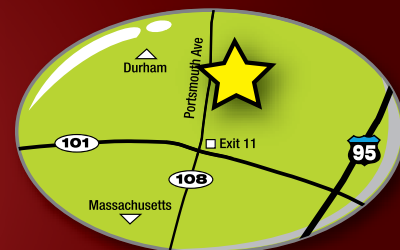


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Statement of Policy

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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 38 for advertising rates.

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On the cover



It might look like February but this shot was actually taken last Fall at the October 2009 DE events at NHMS.

Toni's eye caught a glimpse of what was to come and made us a beautiful February cover.

Spring is close ... cheer up.

Photograph by Toni Surdam

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CALENDAR

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9
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February 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
4 Feb	6pm	Ivy & Jay's Spontaneous Dinner	TBA	president@ncr-pca.org
9 Feb	6pm	Board Meeting		president@ncr-pca.org
27 Feb	7:30am	Zone 1 Tech Tactics	Danbury, CT	bvonbose@lomltd.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



Ivy Leonard



It is now Monday evening, January 11, and NCR's monthly board meeting is to be held tomorrow. As I had begun to prepare for that meeting I remembered -- oh my -- the President's article for *Northlander* is due as well. I tell you, time just passes by so quickly from one month to the next! It seems as if we were just preparing for the holidays and now February is just around the corner. No wonder I often think of how quickly my thirty years on this earth have passed. Well, yes -- truth be told, thirty years and then some!

This month's meeting will be held via conference call because of the threat of inclement weather and the travel distances faced by many of your board members. When conditions are more favorable we try to hold our meetings at a 'centrally located' restaurant or a compatible function room. We usually will call the meeting to order first, and when we have concluded the club's business share in some social time, including ordering of dinner or appetizers. Please remember that our meetings are always open to our members and that you all are welcomed, in fact encouraged, to attend. I am sure that some of you may prefer to skip the business part, but please feel free to join in for dinner and socializing, especially during these winter months when driving events are few and opportunities to get together more limited. The meeting dates and location are generally published in each *Northlander* and can be viewed on our website (www.ncr-pca.org). So feel free to email me if you plan to attend and we'll make sure there's an extra seat at the table for you!

That said, this month's decision will allow everyone to sit in the comfort of

their own home or office and dial in at the 6 pm meeting time. I suspect some will be home comfy in their pajamas relaxing in front of a fire while on the phone listening, in turn, to each board and chair member. We try to assure that the meetings are organized and efficient by requesting submission of reports no later than the Friday before our meeting date, allowing all to review those reports in advance and organize their questions, comments or concerns. This helps us keep the meetings moving along at a crisp pace without sacrificing effectiveness. Gets us on to the socializing bit quicker too!

Tuesday evening. The meeting has been completed. Guess what? Although it was a conference call with most board and chair members dialing in, I was joined in person by David Churcher, your *Northlander* co-editor, by Bob and Laura Futterer, membership co-chairs, and Hank Cowles, member and designated 'meeting helper.' All joined me in the CPI conference room where I linked our call-conferencing board via phone. So I enjoyed the convenience of dialing in for the meeting coupled with the opportunity to share a little social time with some NCR friends. I guess you would call it the best of both worlds - lucky me! I thought that I too might be able to get away with comfortable pajamas but chickened out when our 'on-site' attendees arrived. Had the jammies with me though...along with my Teddy bear! Could have been a real photo op for David!

The conference call went live right at six o'clock as planned. We worked our way through our agenda items with focus, and managed to have a little fun too. Somehow we always seem to weave fun

into even our most serious of meetings. I love David Churcher's words: "Even though it's a board meeting, it's never a bored meeting!" Great group...

David, Bob, Laura and I lucked out by having the aforementioned 'meeting helper' in attendance to assure that glasses were rarely empty - thanks Hank -- from all of us.

You might think that with eleven members on the phone - Toni, Paul, Jay, Lisa and Joe, John, Edgar and Nancy, Dick, Mark, Larry -- and five present in person that things might be a bit chaotic, but things run rather smoothly. We do, however, give up a little something when it comes to a vote...somehow 'Those in favor please raise your right hand' doesn't come off the same way on a conference call.

Just kidding.

For February we will again plan on holding the board meeting via conference call due to our unpredictable New England weather. Edgar could not resist commenting on the recent availability of an aggressively treaded product known as 'snow tires.' I promise, Edgar - we will be back to the restaurant locations soon. And I reiterate that all members are welcome at any of our meetings. Even if we are in a 'conference call' frame of mind, if you are in the seacoast area and wish to participate please do! We usually will wrap up with appetizers, or send out for a pizza, and taste test a bit of wine or beer.

Be sure to check our calendar of events to see what upcoming event might fit your schedule and come join us. We hope to see you all soon!



Tracey Levasseur

Driving to work one day I witnessed a caravan of trucks headed in the opposite direction hauling ice shacks towards the lakes of southern Maine. It reminded me of those days when I was little going ice fishing with my father. There were many more people who ice fished back then. Today, even though it's still a popular sport, fewer people are fishing, or at least setting up shacks, due to restrictions on driving on the lakes and the lack of safe ice on many bodies of water. But when I was young ice fishermen (and women) would head out with their shacks and gear on January 1 (or 2 depending on how hard they rung in the New Year) regardless of how thick the ice was.

The ice shack is one of the most important parts of ice fishing. The home away from home, shacks came in various shapes and sizes from the crudest materials to the most elaborate. The shack maker had to be skilled enough to create a dwelling that was light enough to haul easily on a small trailer but heavy enough to resist being blown across the lake like a puck down a shuffleboard court. There had to be ample windows of plexiglass to watch for red flags on the traps. It was also important to have enough room for necessities: the woodstove, a shelf or table and a seat (preferably with a "Hot Seat" pad that warms your backside when you're sitting at the jig hole). And all these things have to fit comfortably while entertaining three friends (who probably weren't skilled enough to build their own shacks!).

Once the shack is complete it's ready to set on the ice. Back then almost everyone drove on the ice to get good spots on the open lake. The entrance on to the lake looked like a well worn road to a temporary village that was big enough to have its own zip code from January to March. My father would drive down this "Main Street" for what felt like a split second, he would go so fast. After all, there were no speed limits, no twists or turns and it was smooth and flat. Once a suitable site was chosen, shacks had half an acre of "property" between them, the shack was offloaded. All gear was loaded in to the shack, the woodstove was lit and then my father set out to dig his holes.

I don't know if they were too expensive or didn't exist when I was that age, but my father did not have a power auger. He cut his ice holes the old fashioned way: with an ice pick and ax. He stood there in the cold with the wind blowing across the frozen lake stabbing the ice which in some places was a foot and a half thick. Stab, stab, stab until liquid bubbled up through the hole. But sometimes the ice in the hole gave way too soon. Oops, there goes the pick down to the bottom. Should they ever drain Mousam Lake in southern Maine they will find a treasure trove of ice picks and axes lost by those great white fishermen (and women) who dropped their tools into the deep. Always bring spares or it makes for a short fishing trip.

After setting half a dozen traps we shuffle back in to the shack to sit on the Hot Seats and fish in the jig hole. Everyone

in our shack takes turns peeping out the windows hoping to spy a flying red flag. When that glorious moment arrives the shack door bursts open and there goes my father as if that Hot Seat had caught on fire while he sat on it. Close behind him was Yours Truly with a bucket of bait and a slotted spoon to clean the slush out of the hole and reset the trap. All around would be buzzing activity from the other inhabitants of "Iceville" racing to their red flags or zipping by on snowmobiles or losing ice picks in their ice holes. My father fights with the fish for some time before yanking it out of the hole. If it's a keeper, it's set aside while the trap is reset. A quick scan of the other traps then we head back to the shack and the Hot Seat.

Some of the fish never make it home, they're eaten in the shack. My mother didn't mind this because she didn't like cleaning fish in her kitchen. Since I don't like freshwater fish, I had a couple hotdogs fried on the woodstove. The "refrigerator" consisted of a rope tied to a stationary object in the shack that you tied your beverages to and set down in the jig hole. Ice cold soda to wash down my hotdog! So the leftover fish would be put in a container and set in the "refrigerator" until it was time to go home.

It's time to go when the bait is gone and we can't feel our feet for the cold leeching up from the ice we've stood on all day. We drive away down "Main Street" back onto terra firma, leaving the little shacks of Iceville to weather the wind and snow until we return with more bait and firewood.

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Bob & Laura Futterer

New Members:

New Members:

John J. Kearns
Fayston, VT – 1997 993

Member Anniversaries:

1 Year:

Peter Cesarini
Karen Cesarini
Londonderry, NH – 1987 951

Benjamin Chang
Windhan, NH – 1999 911 996

Erin B. McMann
Kent A. Backe
Hudson, NH – 2006 Cayenne S

Christopher J. Weiss
Eaton, NH – 1969 912

2 Years:

Laurence E. Day
Plaistow, NH – 1985 ½ 944 / 1963
356B

Christopher Fahy
Declan Fahy
Andover, MA – 1999 911 996

Albert Jordan
Louise Jordan
Windham, NH – 2005 Boxster S

Richard D. Noonan
Peterborough, NH – 2003 Boxster S

Steven Silberberg
Bedford, NH – 1968 912

5 Years:

John C. Fusco
Dr. Joseph J. Fusco
Ogunquit, ME -- 1967 911

10 Years:

Steve Berlack
Ronnie Berlack
East Burke, VT – 1973 911 / 1974 911
/ 1986 911

John S. Leach
Janet P. Leach
Greenland, NH -- 2000 Boxster S

15 Years:

Daniel W. Jones
Linda Jones
Exeter, NH – 1956 356A

20 Years:

Daryl C. Jackson
Danielle Jackson
Shutesbury, MA – 1992 911 / 1988
944

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



Jay Gratton

THE ROLLING CHICANE

I should tell you that Hoosiers do not do well in an ice covered parking lot ...

People are extremely quirky when it comes to how they treat certain new items. When people get new carpets in their house they tend to take their shoes off for the first few months. When you get new clothes you certainly wouldn't wear them out to the garage to work on the car. This also applies when a new car comes home and people getting in are required to kick their feet while getting in and you park as far away as possible when at the grocery store. Or in my case when you get a car back from the body shop after receiving a fresh paint job.

As I have talked about in a previous article, I recently bought a GTI to run in the SCCA in the ITB class. The car was extremely well set up when I purchased it, but the cosmetics of the car left little to be desired. This is why it is always good to *know a guy*. Damon at Series 900 in Sunapee took a look at the GTI for me and we discussed what I was looking for. While the car wasn't rusted, it did have its fair share of bumps and bruises after being a track car for over 20 years.

The car was dropped off in early December and by the end of the month I had received a phone call letting me know it was completed. Damon informed me that it was going to have to go outside soon because of space issues at the shop. Well, I couldn't have my freshly painted toy put outside with snow looming. The thought of snow and ice covering my new black beauty was too much to bare.

After a quick phone call to Matt Romanowski a plan was hatched to retrieve the GTI. I was lucky enough to have good friend Mark Nadler from Exotech allow me the use of his truck and trailer for the day. Of course Matt and I just happened to pick the coldest

day of the year to travel up north and the -8 degree temperature, which did not include the wind chill factor, didn't help either.

Upon arrival I was beside myself to see that the GTI was still in the warm shop. The car looked amazing! Not only did the black paint pop in the glow of the shop lights, but Damon surprised me by putting the graphics on the car that I told him I was hoping to do someday. There is nothing quite like a clean black car. I walked around and around the car marveling at how amazing it looked, almost afraid to touch it as I didn't want to get a mark on it. I couldn't believe that this was still the same ratty car I dropped off not even a month earlier.

As a side note, I should tell you that Hoosiers do not do well in an ice covered parking lot while trying to load onto a trailer. After many attempts we were finally able to get the car onto the trailer. Of course I was a nervous wreck on the drive home, worrying about the salt on the road, a possible rock flying up and chipping the paint.

Upon arriving home I quickly got it off the trailer and into the garage before the snow started to fly. While trying to figure out what to do next, I found myself just staring at the car realizing that this is probably the best it will look for a while. As freshly painted cars tend to be magnets for falling wrenches, jack handles and belt buckles. Continually reminding myself that it is only a track car might help, I will however still kick my feet together as I get in as old habits die hard.



Mark Watson

If you are interested in attending NER's Ground School, please register using the form in the *Northlander*. Please note that the registration fee after 31 January increases to \$20. This is a great opportunity to find out what high performance driving is all about and get prepared for the 2010 DE season. The School is on February 21, from 10am to noon at HMS Motorsports in Danvers, MA. Check-in and onsite registration begins at 9:30am.

The NCR DE Team held our 2010 planning meeting on January 9. We will be working to enhance the driving program for all run groups throughout the season by taking advantage of outside speakers, providing more opportunities for feedback and coaching for the non-instructed run groups as well as re-structuring our Instructor Development program. You will hear more about these efforts throughout the year. The team decided that NCR will not participate in the expanded passing program allowed by PCA. NER has made the same decision so our co-sponsored events will be managed in the same way. NCR will utilize motorsportreg.com for our pre-event logistics. Registration is scheduled to open on March 1, 2010. Go to the Drivers Education page on the NCR website to see an integrated schedule for NCR, NER and Zone 1 DE dates. Links will take you to the registration sites or to the appropriate regional website for additional information. If you are an instructor, please try and register as early as possible so we can maximize the number of green and yellow drivers.

Last month I was fortunate to get an e-mail from Doug in time to share his thoughts about the 2009 DE season. That made me think about what we can or should do in the off-season to prepare

for the upcoming season. So here are some thoughts:

Think about why certain corners gave you trouble. For example, the off camber turn at Watkins Glen is not one of my favorite sections of the track. I just can't seem to carry as much speed through the corner as my driving buddies (who are not shy in letting me know that fact). So what is the problem? I think it is because I am not consistently positioning my car at the proper angle at the turn-in point. The solution is to change how I approach the turn-in point so the car is oriented more towards the apex. If it works, look out guys!

Read about high performance driving and ways to improve performance. I like the *Speed Secrets* series by Ross Bentley, the series written by Carroll Shelby and Bob Bondurant's text on high performance driving. These authors discuss car dynamics, track and corner analysis, how to monitor your performance on the track and the importance of vision, smoothness and awareness. Ask around and make your own list of books and texts to read. Even if you have already read the book, go back and re-read parts. You will continue to gain insights into this sport.

Practice good driving techniques in your everyday driving. Keep your eyes up, note whether you are applying the brakes and throttle smoothly. Did you make the turn with a single smooth steering input or did you need to 'saw the wheel' to get around? Pay attention to the grip of your tires as road conditions vary and note weight shifts as you corner, brake and accelerate. These are skills that we should use and practice everyday. You do not need to be on the track or 'at

speed' to practice these techniques. As you practice, please make sure you are safe and aware of any other drivers in your vicinity.

In closing, the goal of our Drivers Education program is to make us better drivers. This applies to driving on the track and on the street. Over the next few months, **think** about what you want to improve, **read** to get ideas on how to improve and **practice** during your everyday driving. Turn every day into a DE day and soon it will be May and time to utilize your new found skills on the track.

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

See you at the track!



Judy Hendrickson

LOOKING BACK

It's January 15th as I write this – Have you gotten your 4th Quarter Estimated Taxes done? It's a bright sunny day with temps supposed to get near 40 today in southern NH, a far cry better than the sub zero temps with howling winds I endured the first three days of the week up north in ski country. Thankfully, Thursday was the reward for enduring those temps – Temps near 20 at the top of the mountain first thing with no wind, a cloudless sky with limitless sunshine and perfect snow. As some of you know I spend my winter weekdays skiing, mostly at Waterville Valley, but also at Cannon Mountain. In perusing the February 1980, 1990 and 2000 back issues of *Northlander* for this month's **Looking Back** I stumbled upon words from 2000 VP, Kim Bentham, that perhaps explain why I get so much enjoyment out of skiing. Perhaps they speak to you also or even give you a resource to satisfy your love for speed during these winter months when you can't get to the track. If you want to give it a try and/or take a weekday ski day, give me a call, I'm usually on the mountain Monday–Thursday.

From February 2000, Volume XXIV, Number 2

Monthly Muse, Kim Bentham,
Vice President

Here in the middle of winter, what can we do to keep our driver's edge? If you can stand the cold, maybe it's time to go skiing. All the racing books I've read say that skiing is the closest thing to driving. When computer simulators and TV just will not do, try skiing.

For those of us who have never skied, these are the comparisons I've developed. Experienced skiers will recognize the similarities.

Skiing

One against the Mountain
Four Edges
Flexing the knees
Balance and Center of Gravity
Good Apexes
Quick Upper Body
Big Smile

Driving

One against the Track
Four Wheels
Shocks and Springs
Seat of the Pants
Good Apexes
Smooth Inputs
Good Balance
Big Smile

S P E E D !!!

These are just a few of the similarities, Skiing, like driving, is a lifetime hobby. It's good for our physical and mental health, if not for our wallets, and it's a sport that the whole family can enjoy.

Technology has improved both sports. Electronics have helped cars give more info back to the driver, all while operating more efficiently and powerfully. The new developments in skis make it easier not only to learn but to carve a turn with less physical effort. So if you're looking for a good way to get your driving fix, maybe skiing can help.

Yankee Swap 2009

Ellen Benjamin & Paul Termin



On January 16th, a group of two-dozen Porsche enthusiasts gathered at Johnson' Seafood & Steak Restaurant in Northwood, NH, to enjoy a post-holiday celebration—the 2010 Yankee Swap. After an initial greeting of old friends and the introduction of new members, we sat down to enjoy a pleasant lunch. The conversations ranged from how to get the necessary technical sticker for your car to the latest adventures of the Broadheads.

After lunch, Janet Leach of the club's social committee coordinated the holiday gift exchange. Everyone chose a number from one to nineteen indicating the order in which the nineteen gifts would be chosen from the pile of wrapped goodies brought by the participants. The rules were simple--After opening a gift, each person could decide to either keep his/her selected gift or swap it for one already opened by another participant. Only three swaps were allowed for any go-around.

Based on the luck of the draw, we were gift selector number one. We chose and unwrapped a very nice bottle of wine that did not stay in our possession for long as individuals opened and swapped for items such as a Porsche tire pressure gauge, informative Porsche picture books, a portable tire inflator, a Campari/vermouth pairing, artful wine stoppers, a super flashlight, and well-needed car cleaning products. The so-called "romance packages" filled with wine and other goodies were sought after as was the battery powered Boxster replica that finally went home with Laura Futterer. Ivy Leonard was the semi-proud recipient of the never-die gift, a 6-in-1 boxed game set that we were told finds its way into the exchange every year. All was in the spirit of good fun.

Although this was only our second Porsche club event since our recent arrival in New Hampshire, as selectors of number one for

the gift exchange we were for the second time given the task of writing the event article for inclusion in the *Northlander*. We had won the same honor after drawing a rare joker card in the Fall 2009 Poker Rally. Paul and I were beginning to think that we were either unusually lucky or unusually unlucky -- two for two. That will not dissuade us, however, from attending future club events and participating in the fun that the dedicated NCR folks bring to their gatherings. We will, however, do some pre-planning before the next event and fill our pockets with shamrocks and rabbits feet for luck.

Yankee Swap 2010 photographs by David Churcher continue on following pages ...



Setting up the tables and gifts was followed by lunch ... and then the fun began

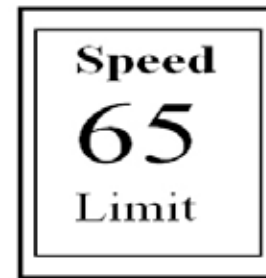




Judy opens a parcel only to find she has captured the recirculating gift which comes back to our Yankee Swap each year.

continued on page 24 ...

From the far side of.....



Gary M. Levine

I Have Seen the Future and It Ain't Pretty

It was a perfect evening for the long awaited drive in the Porsche. It had been a hot day and warm macadam would mask the heat produced by the vintage air cooled flat six.

It took a while to amass the necessary permits and hydrogen refueling credits to rent the Apple iScooter † Personal Utility Vehicle for the three hour trip out of the city. The PUV no longer fit the definition of a car; it was an auto(matic)mobile. A two seat, 1000 pound, carbon fiber/ titanium, aerodynamic device. Most of the trip was directed by the computer, guiding the PUV along the magnetic highway built atop the old I-93. No need to focus on the road, just program in the destination, sit back and watch a video. Only after exiting the highway did the hydrogen fuel cell kick in and he could assume control of the PUV. Sitting in the storage compartment was a five gallon can of gas.

Sometime in the 20-teen's, the impact of global warming was severe enough that even the naysayers gave in. Once the rising sea level began to inundate places like Cape Cod, Long Island and Southern Florida, and the rising temperatures allowed palm trees to grow in New Jersey and maple trees to flourish near the Arctic Circle, draconian legislation to reduce global warming was passed by the United Nations and adopted by all its members. The Energy Counsel of the United Nations, headed by Al Gore, had the power to enforce energy conservation and carbon trapping.

Since carbon dioxide was but one indicator of global warming, total caloric output was used to measure the intensity

of the consumption of any form of fuel, be it coal, oil, gas, hydrogen or biomass. If heat output exceeded the allowable limits, fines and economic sanctions were enforced. Compliance was monitored by a system of satellites, affectionately known as HOTPANTS (Heat Output deTectioN Program to Assure National Thermal Synergy). At the state and local level, heat production was measured by sensors mounted on tens of thousands of telecommunication towers. These sensors also could detect heat signatures of moving vehicles. If the vehicle's transponder did not identify it as performing a legitimate use, you could be apprehended and heavily fined for frivolous energy wastage.

It wasn't often that you could take the Porsche out for a run in the country. And it wasn't easy to obtain enough so-so quality gasoline to run the car. Gasoline was now considered a minor obligatory refinery byproduct of diesel fuel production. In the 20 years since the last real Porsche was built*, there still was a need for vehicles with diesel and gasoline engines of high sustained power output. The police, emergency personnel and the military could not accept the unreliability of battery packs and limited range of hydrogen fuel cells under continuous high power demands. Luckily, there was a grey market for gasoline. Governmental authorities auctioned off small quantities of unneeded gasoline. If you could obtain 5 gallons every so often, you were fortunate. To the owner of a well-preserved 20th century relic, it's worth \$100 a gallon to remember what it was like to drive in the Golden Age of the Automobile, the 20th century. Did

anyone under 25 remember PCA Club Racing, Formula 1 or NASCAR? All forms of competition now were considered antisocial. "Racing" now took place using driving simulator avatars over the Internet.

Every so often, he came up to the North Country house, ostensibly to hike the AT or fish in the lake. He unpacked and walked to the barn where his father's 1994 911 Carrera was lovingly stored in a hermetically sealed room behind a false wall. As a young adult, growing up in the first decade of the 21st century, he had many fond memories of learning to drive the Porsche, master a manual transmission and go to Porsche Club events with his father. He remembered learning the ancient, now forgotten skills of heel and toeing, recognizing a correct apex and trail braking. His father always insisted that he keep and enjoy the car after he was gone. However, early in the 2030's, recreational driving activities became too costly. The car spent many years in storage and was eventually stored at the country house.

Very few people knew that the car still existed, not that it was illegal to own, but the problem was driving it. After all, auto museums were full of donated, well preserved exhibition specimens. One could purchase a limited number of carbon credits and the necessary transit permits to drive the car legally, but driving involved so many speed restrictions, so many delays at checkpoints, such high mileage fees, that the expense and hassle made the effort joyless. If you ventured out, you could not use the electromagnetic highways, so that many days would go by

before you saw another classic motoring down the secondary roads.

It was 3pm, the heat of the day, time to get going. He purged the nitrogen atmosphere from the storage room, added gasoline to the tank, reprogrammed the engine management chip to run in 83 octane, adjusted the tire pressures and disconnected the solar powered battery charger. A turn of the key and the 911 immediately started on the third engine rotation. He listened to the sweet cacophony of the cooling fan and timing chains over the resonance of the exhaust. He gripped the thick leather covered steering wheel and slipped the gearbox into first, heading up into the mountains.

The wilderness roads were sparsely inhabited. He drove quickly along winding two laners with challenging decreasing radius turns and lots of fast off camber sweepers. Even if some local sore sport called the Energy Conservation Watch, he'd be long gone before they could find him. He continued to ascend, finally reaching the Lost Nation forest. After a few hours refreshing his rarely used driving skills, the gas tank was heading toward empty and dusk was beginning to fall. He needed to get back before the road surface cooled and a fast moving hot spot could be recognized by thermal sensors. He was wise enough to take a different route home, going around the lake back to the house.

After spending a few more days at the country house, it was time to get into the PUV cocoon and head back to the city. Little did he know it would be his last drive. Under the stimulus of global warming with almost year round foliage to eat (and fewer vehicles to kill them), deer and moose had thrived. While heading back to the highway a couple of deer, frightened by the sound of the 911 at full throttle, flew out of the woods, impacting the PUV, sending it into a gully. By the time the state police came to investigate the report of an abnormal, fading heat signature, nothing more could be done to save him.

Fifty years later, as the country house was being disassembled, the pristine Porsche was found and recycled.

† In 2010, the ascendant Chinese car industry began to buy up the atrophying American and European car manufacturers, Volvo being the first of many. GM's sole remaining division, Buick, now owned by the East as Red Military Vehicle Corporation was the #1 brand in the Far East. The ToSoHoFo Mobility Company was a viable worldwide competitor amalgamated from Toyota, Sony, Honda and Ford. In the EU, VW/BMW/Peugeot and Renault/Nissan/Fiat survived, largely as a result of buyouts by Siemens-Bosch and Mercedes Benz respectively. However, innovation continued to come from the USA and the EU. Apple developed the technology to mass produce inexpensive maglev PUVs in Haiti and Somalia and market them through its Apple stores located in shopping malls around the world.

*The last real Porsche was produced in 2021. It was a 1.5 liter, three cylinder diesel mid engine hybrid electric with regenerative braking, all wheel drive car that could accelerate to 100 Kph in less than 10 seconds, produced no more than 25 gm. of carbon dioxide per mile and cost \$250,000. Needless to say after sales dropped to 5,000 units a year, Porsche converted its assembly line to producing PUVs, solar powered lawnmowers and golf carts.



4 Reasons We Need a Porsche Pinball Machine

For the New Year, like a majority of others, John and I each made some resolutions. One of John's was to try and cut back a bit on purchasing even more Porsche related paraphernalia. At his current rate of consumption it won't be long before we're challenging Hank Hammer for the largest collection of Porsche memorabilia on the planet. Okay, that might be a bit of a stretch, but you get the idea; we have a lot of Porsche stuff.

Imagine my surprise (not really) when shortly after waking up on New Year's day, John called me over to his computer to look at something "I just had to see". Lately, we've been talking about possibly moving, so I thought maybe he found a house we could go look at. Not quite...

As I walk toward John's monitors (he has three of them) the first thing I notice is an image of a 1974 Signal Green Porsche Carrera taking up an entire two screens (this is the latest Porsche he's been lusting after). I've known about this car, so I'm not too surprised to see it here. I am, however, pleasantly surprised to see that there's an image of what looks to me to be the basement of someones home that's been converted to a game room. I thought, "great, we're getting things off to a good start and maybe we can take a drive by this house to check out the neighborhood." Wow, am I naive...

It turns out that what I'm looking at is not an advertisement for a home for sale with a nice game room. Instead, it's a nice home with a game room that includes a Porsche themed pinball machine and said machine is for sale (sigh). It's barely 12 hours into the new year and our resolutions are dropping faster than Tiger Wood's sponsors. For the next few minutes I listen to John explain why we need he wants this Porsche Pinball machine. His reasoning includes:

- "You like pinball, you play our Elvira machine all the time. Wouldn't it be great to have another?"
- "If I buy this machine I won't feel the need to buy another Porsche." (yeah, right!).
- "It's a collector's item and will probably appreciate. Think of it as a good investment"
- "It's a Porsche Pinball Machine!" (I think he believed this to be the most compelling)

Porsche Themed Pinball Machine

According to John, who doesn't want need a Porsche themed pinball machine? What's funny is that until 2 days ago he didn't even know this machine existed. Now that he does, it's a "must have". The first machine he was looking at was found on Craigslist. However, with a little additional digging, he found two of them for sale on eBay. The first one seems quite well priced, but the description, while written to be honest, doesn't really make you want to pull the trigger and purchase it. The 2nd one sounds like it's in much better condition, but the seller isn't bashful with a \$2500 asking price.

I think what interests John the most about this machine, besides that fact that it is Porsche themed, is that it has a built in radar speed gun that shows you how fast the ball is traveling. According to the eBay advertisement, it's the "world's first pinball machine with Lasermatic Speed Detection [that] shows the player's speed in the dot matrix display. Dynamic play-by-play commentary tells you the actual speed the ball is traveling. Set a new speed record and hear the crowd go WILD! Multiball comes in a rush and a thrill as the Turbo Booster automatically sends another ball racing onto the playfield!"

Okay, I have to admit that's pretty cool. The question is, do I really want another pinball machine in the game room? And, does he really expect me (or anyone else for that matter) to believe that a pinball machine can take the place of another Porsche in the garage?



Photograph and text by Porsche Purist. If you like to read odd and interesting bits of news about Porsche log on to their site. You can subscribe to their electronic newsletter for delivery to your email.





Can something as near perfect as a 997 Porsche be improved upon? Several companies have taken the stock Porsche as a starting point and built themselves a reputation for design flare and quality. Vorsteiner has done this with the 911 and also made a few changes to Bimmer designs too.

Check out their web site: www.Vorsteiner.com. Photograph above, and centerfold, by Vorsteiner.

The 997 V-GT Coupe has been modified with all-new lightweight dry carbon fiber aerodynamic components from Vorsteiner.

Product Details:

- Full carbon fiber front bumper with integrated carbon fiber inlet ducting with upper radiator vent grill
- Replaceable carbon fiber front carbon chin spoiler attachment
- Rear vented bumper with integrated carbon fiber diffuser with aero fins
- Deck Lid/ Engine cover with integrated ram scoops & adjustable carbon fiber wing blade
- Carbon Fiber Door Sills with Vorsteiner Logo markings

To complete the exterior a specially designed directional 5 spoke wheel aids with brake cooling while the vehicle is in motion. This elegant & sporty 5 spoke wheel design code named the V-301 series is constructed of forged 3 piece aluminum and come in 19x8.5J, 19x11J and 20x8.5J and 20x11J respectively. A custom 12 inch and 13 inch wide rear wheels are also available for the turbo models.

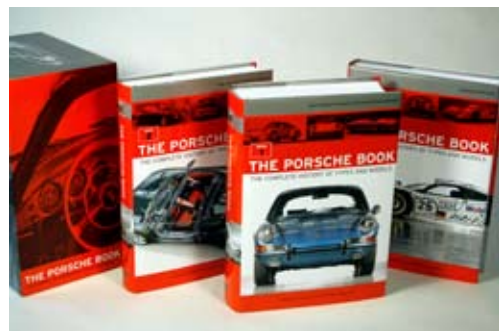




Up-Fixing the winter blahs ...

David Churcher

Cabin fever has arrived a little earlier than usual this year. And this issue of *Northlander* is the one we traditionally make a bit thinner than other issues. Not much going on for Porsche enthusiasts in the North East. What is the best medicine for Cabin Fever and Winter Blahs? A good read! And to that end the editors have, with a little help, pulled together some good reading material for this issue. If you like a good read do contemplate the wonderful books from David Bull Publishing.



The Porsche Book: The Complete History of Types and Models.

This year marks the 60th anniversary of one of the world's best-known and most highly-regarded automobile brands: Porsche. To help celebrate this milestone David Bull Publishing is proud to release the definitive account of every Porsche design created during those 60 momentous years: *The Porsche Book: The Complete History of Types and Models*.

Written by Porsche insider and Le Mans-winner Jürgen Barth with co-author Gustav Büsing, this massive, three-volume set is the ultimate technical history of all Porsche cars and designs, from the most famous sports cars to the most obscure prototypes. Originally published in 1977, this is the first English-language edition of *The Porsche Book* in 25 years. Complete descriptions of each model's specifications, from 1948 through the present day are complemented by details of upgrades and major options.

In addition to background histories on individual cars' technical developments there is also fascinating history on the company itself, including Ferdinand Porsche's early design work in the period leading up to his formation of the company; leadership under his son, Ferry; and biographies of all seven men who have led Porsche A.G.

The first volume of *The Porsche Book* covers Porsche's 356 and 911, with all their production racing variants. Volume 2 addresses Porsche's mid- and front-engine cars (such as the 914, 924, and 944, as well as the contemporary Boxster, Cayenne, and Cayman) and also offers a complete list of more than 1,300 Porsche type numbers and related design projects ranging from engines and transmissions to tanks and outboard motors. Finally, Volume 3 comprises all of the company's pure-bred race cars, from the first Glöckler Porsches of the early 1950s through the RS Spyder. Each volume is handsomely designed, packed with rare photographs, and includes all recent models with new facts and illustrations.



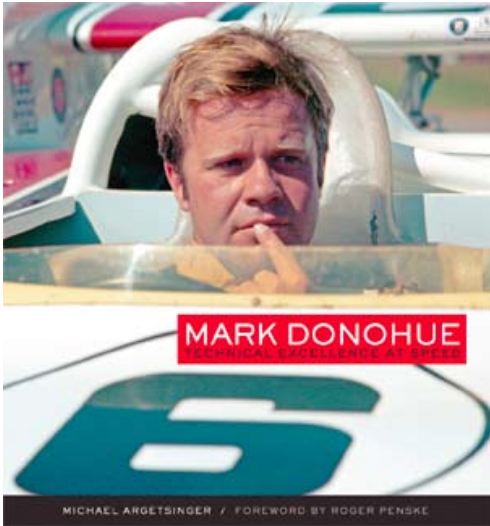
Porsche Rennsport: The Definitive Photographic Record of Porsche Racing Sports Cars: 1949-2004

The dramatic shapes of Porsche's most successful sports cars are the subjects of this lavish new book from motorsports publisher David Bull. To create *Porsche Rennsport: The Definitive Photographic Record of Porsche Racing Sports Cars: 1949-2004*, renowned photographer and Porsche racer Jeff Zwart constructed a temporary studio and photographed more than 125 cars during a recent Rennsport Reunion at Daytona International Speedway. Every sports-car model type from every decade is represented, from the first Porsche built in 1948 (356-001) through the 2004 GT3 RSR.

Each car is featured in profile, and is often accompanied by a front view. Zwart's consistent presentation encourages comparisons between types, with their individual configurations and paint schemes. These historic Porsches are accompanied by their chassis numbers and brief specifications, and presented in chapters organized by decade—Reminiscences from Porsche factory drivers whose careers span six decades—Herbert Linge, Dan Gurney, Brian Redman, Derek Bell, Hurley Haywood, and Sascha Maassen—provide insight into the driving characteristics of the cars and the personality of the company.

Zwart's highly detailed, super-saturated color images capture characteristic silhouettes, famous racing liveries, and arresting individual details. Such is the quality of the images and reproduction that one can see individual stone chips in the paintwork, battle scars from the world's most demanding circuits. The concept and execution of this photography project so impressed Porsche that the factory has supported and approved this book, and it carries an official Porsche part number.

Photographs of the four book covers and press release text from David Bull Publishing.



Mark Donohue: Technical Excellence at Speed

More than 30 years after his death, Mark Donohue's name still stands for the ultimate in speed and sophistication in motor racing. To a generation of fans in the 1960s and 1970s, Donohue embodied a new, uniquely American spirit. He wasn't just fast—he was also smart, with a background in engineering and a unique talent for studying and setting up a race car. Driving for his like-minded team owner, Roger Penske, Donohue became a two-time champion in both the U. S. Road Racing Championship and the Trans-Am sedan series before scoring his greatest win at the 1972 Indianapolis 500. A year later he captured the Can-Am title in the overpowering Porsche 917-30.

Now David Bull Publishing has released the first full biography of racing's greatest driver-engineer, one who set the standard for generations to come. In *Mark Donohue: Technical Excellence at Speed*, author Michael Argetsinger covers Donohue's entire life and career, starting with his childhood and climaxing with his tragic death after a practice accident at the 1975 Austrian Grand Prix. Drawing upon years of research and interviews, Argetsinger re-creates the full scope of Mark Donohue's experience and achievements, from his early days as an amateur sports-car racer to his last years as an Indy champion and Formula One hopeful. He includes observations from such great drivers as Mario Andretti, George Follmer, David Hobbs, Parnelli Jones, and Sam Posey, and goes behind the scenes to get further insight from Donohue's engineers and crew, as well as friends, family, and fans.

Argetsinger also listened to the original, unedited audio tapes dictated by Donohue for his 1975 book *The Unfair Advantage*. "Hearing the story in Mark's own words was a powerful experience," he says. "The quantity of previously unpublished material from these tapes was an exciting discovery for a biographer."

Bull Publishing will release a special Publisher's Edition of *Mark Donohue* later this year that will include an audio CD featuring an excerpt from the tapes. Please see the attached book details for the complete description.



Porsche 917 X 17: The Cars and Drivers in Studio

In 1969 Porsche revolutionized sports-car racing with the introduction of the Porsche 917. Forty years later fans still regard the 917 with awe as one of the greatest sports cars ever built. It scored Porsche's first outright victories at Le Mans in 1970 and 1971, along with two consecutive titles in the International Championship for Manufacturers and two Can-Am championships.

Now a new book from David Bull Publishing delivers a vivid and uniquely detailed view of 17 of these historic race cars. In *Porsche 917 X 17: The Cars and Drivers in Studio*, renowned automotive photographer and director Jeff Zwart follows up his award-winning book, *Porsche Rennsport*, with exquisitely rendered images of 17 of the most beautiful and historic 917s. Highlights include the first Porsche to win Le Mans overall, the 917K shared by Richard Attwood and Hans Hermann; the Gulf-Wyer 917K shared by Pedro Rodríguez and Jackie Oliver in 1971; and the notorious "Pink Pig"—a 917/20 that was raced just once by Willi Kauhsen in 1971.

Using dramatic angles and controlled lighting, Zwart provides a fresh perspective on these iconic cars. He reveals each 917's distinctive characteristics and patina, and shows artful technical details from inside the cockpit, chassis, and engine compartments. These photographs are accompanied by engaging portraits and vivid recollections from 15 Porsche drivers—including Derek Bell, Vic Elford, Brian Redman, and Hurley Haywood—who look back on the anticipation, fear, and excitement they felt driving the 917.

With its heavy matte art paper, spot varnish, metallic silver ink, and cloth-covered slipcase, the book's high-quality production is as lavish as Zwart's photography. Of all the recently published 917 books this one stands alone in offering Porscheophiles an all-new take on the cars and drivers.

About the Publisher

David Bull Publishing is dedicated to producing the best books in motorsports. Founded in 1995, the company continually wins awards for its work, including *Porsche Rennsport*, *Dan Gurney's Eagle Racing Cars* and *Racing in the Rain*. In December 2008 Jesse Alexander's *Portraits* was named Best of Books 2008 by the Motor Press Guild.

Please visit www.bullpublishing.com for more information.



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**Yankee Swap 2010
...continued from page 15**



Paul ponders the selection.

Blair selects a gift.

Barb examines Blair's choice.





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*Jack ponders the selection ...
selects...
opens with a knife...
... and swaps.*

**Yankee Swap 2010
continued on pages 26 & 27 ...**

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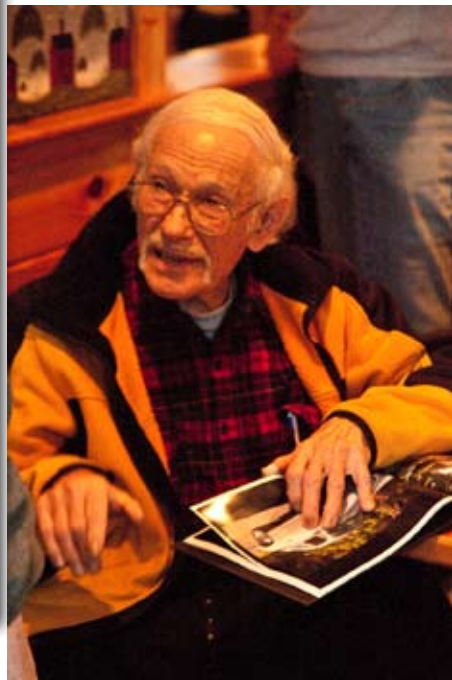
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Rainer Cooney - Jerry Dascoli



Hank has found something he likes and Nancy found a bottomless bag with several gifts. The photographer paused for refreshment.

Page 27 ... after the swapping was done conversation continued with the main topic being: Spring is not far away.



Thrill Rides 2010 - NER's Driver Education Ground School Returns Sunday, February 21st - Starting @ 10:00 AM, Hosted By HMS



"A great seminar! I hit the ground running."

--Moe Auger
2003 Attendee

(NER Chief of Novice Development & NCR/NER
instructor)



"The ground school was a great introduction to
understanding the dynamics of the car and a superb
lead-in into the DE events that followed."

--Mark Abbott
2008 Attendee



"For me the Ground School took a lot of the
anxiety out of my first DE. Thanks to the Ground
School I knew what to expect, and had a great,
safe day."

--Geoff Kronik
2008 Attendee



"Prior to attending the ground school, I didn't know
what to expect at the track. Now after driving in 8 DE
events I can hardly wait until next season!"

--Sarah Anderson
2006 Attendee

Attention NCR members.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2010 on Sunday, February 21st. This is the annual introduction to NER's & NCR's Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at www.hmsmotorsport.com/info.

This interactive classroom session will give you a great overview of NCR & NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 21st. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 21st is a Sunday in the deep mid-winter and the groundhog is still asleep in his burrow, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer.

And remember, attending this "Ground School" in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email sartick@verizon.net.

Who should attend?

Anyone interested in learning about our 2010 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2010, drivers participating in NCR's and/or NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

.....
2010 Driver Education Ground School at HMS Motorsport Sunday, Feb 21st @ 10am
.....

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

.....
Cost: Early registration (must be postmarked by January 31st) - \$10
.....

Late/Onsite registration - \$20
.....
.....

.....
Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803
.....

BTW:

Mark your calendars! Matt and Jay's Most Excellent Rambly will take place on May 16th, 2010. More details will be available in the next Northlander and on the website www.NCR-PCA.org

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SALE:* 1993 RS America Track car build # 200. Arctic White about 90,000 miles. An incredible track car. No Sunroof, No Radio, No AC. Does have LSD. Shortened gears, Monoballs with JIC Magic Suspension, Turbo Front brakes, Safety Devices Cage, Fresh Harnesses, Momo Steering wheel, Traqmate GPS, Sparco "bird cage" driver's seat, Evo passenger seat, 3.8 rear wing, Protomotive chip, Fabspeed exhaust and headers, rugs, airbags, and lower dash removed, complete body repaint including interior in 2009. Original Cup rims powder coated black with Toyo TS1's, as well as Fikse FM5's with Toyo RA 1's. Rennline pedals and Trackmats, Lightweight Odyssey Battery, Lexan rear quarters and rear window. Very light, very fast. Needs nothing. Freshly serviced with all fluids replaced including brake fluid, engine and transmission oil, valves adjusted, tuned. Excellent recent leak down results. Serviced by EPE. Perfect. Recent unexpected change in financial situation forces sale. I never planned on selling this great car. Asking \$38,500. I can send lots of pics. Paul Frucci pfrucci@yahoo.com or 603.491.2265.

SALE:** Porsche factory ski rack ... Porsche P/N PNA501 333, bought for 928 but may fit other Porsche models ... Porsche factory locking ski carrier. Holds 3 pair. Brand new, never used. \$50.00

SALE:* (a)Craftsman 5-Gal Air Tank, \$15; (b)Kingdragon Neck Support, \$20

WANTED: (a)C4 - 993 of vintage 1995 or 1996 - must be in very good condition; (b) C-2 with limited slip differential in top condition. If seller is interested in a 1990 - 944 S2 track/AX car we can factor it into the deal. Contact Jack Saunders at 603-536-4275 or (cell) 603-398-6221, or email jackoliv18@thesaunders.mv.com

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BTW:

From Presse Porsche

Walter Röhrl competes in standard Porsche 911 GT3 RS

Stuttgart. Porsche ambassador and test driver Walter Röhrl (62) will contest the Nürburgring 24 hour race in May 2010. The double world rally champion pilots a standard Porsche 911 GT3 RS. This marks the first time since 1993 that Röhrl competes in Germany's largest automobile race.

Since 1993, Röhrl has conducted tests in every standard Porsche vehicle on the Nürburgring-Nordschleife. "Right from the word go, the new 911 GT3 RS reminded me of race vehicle," says Röhrl. "No other road-going 911 has ever been as close to a race car as this current GT3 RS. That's why I'm thrilled to be able to prove that this sports car is up to the challenge of the 24 hour race."

The new Porsche 911 GT3 RS is powered by a 450 hp, 3.8-litre, six-cylinder boxer engine. The high-revving unit reaches a specific output of over 118 hp per litre. Developed in the motorsport department at Weissach, the 911 GT3 RS is fitted with a particularly short transmission ratio for racing purposes as a standard feature. The dynamic engine mounts featured as standard contribute to improved driving dynamics. Depending on the driving situation, the mounts change in their stiffness and damping effect, improving the connection between the engine and body when driving under racing conditions. The aerodynamics is consequently designed for downforce - another forte for track racing.

"In the last years, Porsche racing vehicles have performed brilliantly at the 24 hour race on the Nürburgring with their speed and extraordinary reliability," says Hartmut Kristen, Head of Porsche Motorsport. "Four times straight, it was the Porsche GT3 RSR that was the vehicle to dominate the overall classification. I'm very pleased to see one of our Weissach-developed road-going vehicles competing parallel to the thoroughbred racers and proving its suitability for long distance competition."

The 38th running of the Nürburgring 24 hour race takes place from 15 to 16 May 2010. Every year, this event attracts far more than 200,000 spectators to the Nordschleife.



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ETW



Resting and waiting in a garage is an old Porsche ... it has travelled from Germany to two other countries and finally landed in NH. In the coming months the car will be restored to its original condition. Known as **"Project 2010"** this restoration will be followed and reported on by *Northlander*.

NEXT MONTH

A report on the informal dinner, maybe a report on Tech Tactics ... hey, it's winter and we do not have a lot of material.

You have an idea? A story? Please let us see what you have.

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