

NORTHLANDER

NORTH COUNTRY REGION

Volume 33 Number 8

PORSCHE CLUB OF AMERICA

August 2010



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Northlander wins a prize!

Ice Cream Run #2

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Oh, Canada



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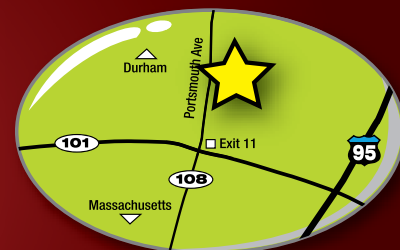


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On the cover



Who in NCR loves a yellow Porsche? Ivy does. But you knew that. Our cover shot is Ivy's new ride and we have extended the color theme up to our *Northlander* banner :-).

For more nice surprises from Ivy see page 30.

Photograph by David Churcher

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CALENDAR

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7

10 15

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August 2010
AT A GLANCE

2010 NORTH COUNTRY REGION CALENDAR

DATE	TIME	EVENT	LOCATION	CONTACT
Aug 2-3	8am	NCR DE Heat of the Summer	NHMS	de@ncr-pca.org
Aug 7	7am	NCR AX #4	Devens	autocross@ncr-pca.org
Aug 10	6pm	Board Meeting	TBA	president@ncr-pca.org
Aug 15	10am	Three Rivers Run Tour	Dover NH	dgratt@aol.com
Aug 27-29	8am	NCR/NER DE	Watkins Glen, NY	de@ncr-pca.org
Aug 28-29		Zone 1 Autocross see page 45		

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 had the look of an Ivy car!

It was late May 2010 and there it was. A listing in the Mart section on the Porsche Club of America website, a listing I had been seeking for some time: a yellow Cayman S. It seemed to be perfect:

06 Cayman S, Speed Yellow/Black with Speed Yellow Seat Belts, 6 speed, PASM, Sport Chrono Plus, Power heated seats, Nav, Remote 6 CD player, Bose premium, biXenon, rear wiper, ODO 20100 Miles with 2700 mi on new ContiSport Contact tires, 19" Carrera S wheels. California car, always garaged. Clean, no dings, no paint scratches. Warranty until Oct '10. Purchased at Sonnen, maintained at Tillmans. Car is in Mendocino.

Mendocino? How far could that be? Ha...I really knew the answer to that question. The sellers were Jim and Arlene Moorehead, long time PCA members and this Cayman was their 6th or 7th Porsche. Their garage-kept beauty was a peach, just beautiful.

As had been the case, Hank had been trying to assist me in a search for a dependable replacement for my 944 Turbo and SC Targa. Although he tried to be objective in each recommendation he felt compelled to ask me the same question over and over: 'Is there any chance you can get past the color requirement?' I replied absolutely not... it has to be yellow!

The search had continued until we found the above listing in the Porsche Mart. The picture included with the listing said it all!

It had the look of an Ivy car! Within a few days an offer was made and a counter offer made and accepted. Although there remained several details to resolve the over-riding question became how to best get the Cayman from California to New Hampshire. We could fly out to San Francisco, pick up the car and drive back

across the country. Jack Saunders did it...but of course Jack did it solo! And although the adventure of such a trip was appealing, it just made more sense at this time to contract with an auto transport company, and after a couple of false starts Intercity Lines was selected to handle the delivery.

The paperwork was drawn up and final details worked out with Jim and Arlene Moorehead. With all documentation and transport in place, they very kindly offered to drive 'Speedo' – their pet name for my new Cayman S – from their home in Mendocino to Santa Rosa to simplify loading logistics. Jim is a professional photographer and emailed me a full sequence of pictures documenting Speedo's disappearance into the top level nose of the Intercity trailer.

Now I waited. When will it arrive? The estimate on delivery was about ten days, which would have set an arrival date about June 30th. On the 28th, Hank called Randy and Michelle, the Intercity drivers, to check on status. They had to make several additional pickups and deliveries, and were still in Michigan. But Speedo was in good company: a 2011 GT3 was in the tail.

The next few days dragged as the delivery date was pushed back, one, two, three days. Finally Randy called to say he was on Cape Cod at the last stop before Portsmouth, and he could rendezvous in about four hours. It was July 3rd.

We decided that the most convenient spot to unload was at Flightline Sunoco on Route 33 in Portsmouth. We arrived a little before the scheduled time, then waited. Five minutes. Ten minutes. Fifteen minutes. Then the Intercity truck rounded the corner and turned into the now empty truck stop lot.

continued on page 39 ...



Tracey Levasseur

Let's hope this little blurb in automotive history is finished.

I receive an email regularly from Porschepurist.com, the website that features all things Porsche. Recently, one of the emails included a headline "Mini Challenges Porsche" and this sparked my curiosity. I read the article in which it stated that the BMW-owned Mini officially challenged Porsche to a "duel" of racing prowess on June 21 at Road Atlanta. A Mini Cooper S versus a Porsche 911.

There wasn't much more information than this so I did some Googling and found that it was true, that Mini's current head, Jim McDowell, sent a written challenge off to PCNA president Detlev Von Platen. Then he shot a video of the same request. Then he hired a plane to fly over Porsche headquarters with a banner that read "Dear Porsche, bring it on!" And he took out an ad in the New York Times, a David versus Goliath dare for Porsche to "come out and flex" its muscles. Von Platen declined the challenge, stating firstly that Porsche doesn't race for stunts and that McDowell ought to know this considering he used to work for Porsche. Despite the "thanks, but no thanks" from PCNA, McDowell continued to dare Porsche on a Facebook page set up to keep his small group of fans interested in this challenge updated.

When it was clear that PCNA wasn't biting Mini went ahead and created its own race anyway. Mini set up a "track" in Road Atlanta's infield, but it was actually an autocross course. This, Mini hoped, would give them the advantage since the diminutive car is much more agile in the corners than the horsepower loaded P-car. They acquired a 911 and a driver who was interviewed before the race. He admitted having little experience with autocross. Can you say stack the deck?

The "race" happened amidst a very small crowd and the video of the event made it to YouTube for the entire world (or at least those who cared) to see. The cars started

at the same time on the same track but in opposite directions, making it impossible to watch each car maneuver the course. But in the end Porsche completed the course a full two seconds ahead of the Mini.

I was very happy to see that the Porsche, even with a driver not as familiar with driving an autocross course, could manage to beat the Mini at its own game. It would have been really exciting to see the results with an experienced AX driver behind the wheel. However, the lesson here is that one should not get cocky and approach another car company (especially one that you may have worked for in the past!) taunting and goading them to a race, especially a company with a racing resume spanning six decades. The whole thing was so childish that I don't blame Von Platen one bit for declining the challenge and commend his thoughtful yet blunt explanation. It seems he probably suspected McDowell had sour grapes about his former employer and was using BMW's money to get even in some way while passing it off as a sure fire marketing campaign for Mini in the process. Judging from the very few spectators who actually showed up on June 21 at Road Atlanta I doubt the marketing scheme was a very wise investment. Unfortunately I could not find any current information as to whether there were any repercussions from BMW on McDowell's actions. Let's hope this little blurb in automotive history is finished.

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Bob & Laura Futterer

New Members:

George D. Cheney
Georgiana Cheney
Walpole, NH – 2000 Boxster

Tom Der
Lisa Cook
North Hampton, NH – 2008
Cayman

Gerry W. Hawes
Gilmanton Iron Works, NH –
1985 911Carerra

Jason P. Morin
Lonnie Morin
Bedford, NH – 1998 993 /
2005 Cayenne TT
Transferred-In from Alpine
Mountain Region joined PCA
08/01/2000

Michael J. Wooding
Michelle Wooding
Goffstown, NH – 1984 944

Member Anniversaries:

1 Year:

Wayne C. Butler
52 Charlonne St
Jaffrey, NH – 1984 930 Turbo

Rob Cummings
Tammy Cummings
Jaffrey, NH – 2009 911

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

Thomas F. Sheehan
Rhonda Sheehan
Auburn, NH – 1987 911

2 Years:

Michael Lerer
Irja Luoma
Nashua, NH – 2008 Cayman

5 Years:

Robert A. Gastaldo
Elvira Gastaldo
Waterville, ME – 1999 911

Jack Herman
Karen Herman
Andover, MA – 2009 911 C4S

Tom Pallarino
Dover, NH – 2002 Boxster S

10 Years:

James Bertelli
Heidi Bertelli Dietrich
Hollis, NH – 2005 Carrera GT /
2005 911 Turbo / 2004
Cayenne S

Robert S. Cushion
Melissa Cushion
Manchester, NH – 1973 914

Christopher Lovell
John T. Lovell
Sherborn, MA – 1986 911

15 Years:

Robert J. Pickul
Rebecca Pickul
Claremont, NH – 1977 911 /
1983 944

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



Jay Gratton

THE ROLLING CHICANE

... you don't need to go to Europe, you just need to head up to Mt. Tremblant.

We all have certain dates circled on our calendars every year that we look forward to. For some it might be their birthdays, a particular holiday, family gathering or a family vacation. For me it's my yearly fishing trip I take to Boothbay Harbor with the guys, my wedding anniversary (wink, wink Jaime) and heading up to Canada for NER & NCR's 3 day DE event at Mt. Tremblant.

I first attended a DE event at Mt. Tremblant back in 1997 when I was running in the green run group with an instructor. The event was put on by Rennsport Region and it was a fantastic event. I was quickly hooked on not only the track, but the area. The track is located at the base of Mt. Tremblant which is a world class ski resort that has an extremely European feel to it. I always joke now that you don't need to go to Europe, you just need to head up to Mt. Tremblant.

The past two years I have gone up with my Uncle Steve and stayed at an amazing B & B that serves the best breakfasts I have ever had. Steve and I honestly think that we are a few seconds slower because of all the food we consume. This year was my first trip up with the Wacin' Wabbit and since my Uncle has always had dibs on my dad's truck and trailer for this particular event I needed to find another truck and trailer. Not surprising, Judy Hendrickson was more than generous with lending me her truck and trailer for the trip.

Steve and I left on a Sunday morning and made it to the track in five and a half hours and had plenty of time to unload the cars and grab some dinner. Then we headed over to the resort for the Blues Festival and enjoyed some great music for a few hours before bed. Considering

we were an hour north of Montreal, you would think the weather would be cooler, but the heat on Sunday was in the 90's and it was even hotter on Monday.

My day started out on a positive note as the car was running great and I had an amazing student. Two things that always seem to make for an amazing 3 days at the track. That was until my third run got under way. I was almost done with my session when I sheered the left-front hub off the GTI in the middle of an off-camber turn. Luckily, I didn't hit anything and was able to steer the car to a place that was safe. After the day was over I went out onto the track with a few trusty NCR members and winched the GTI onto the trailer. We all had a great laugh at what the "trailer line" might be around the track.

After my Uncle volunteered to take over my student I decided to head for home and end my trip to Tremblant early. I headed out Tuesday morning and made it home in about 6 hours. The only highlight of the trip home was the x-raying of the GTI at the U.S. border. The GTI is now down at Exotech getting ready for our August DE event at NHMS. Regardless of how Mt. Tremblant 2010 went, I will certainly be there next year. Hopefully next year I will be able to finish the event! Drive safely!



Mark Watson

Earlier in the afternoon, Tom Harris somehow managed to canoe over to the paddock and set up a tent ...

How is your DE season progressing? I am having somewhat a frustrating season thus far; I have had to miss three days due to unexpected business commitments, then I was ill and had to miss another day. I was finally able to drive at the Mt. Tremblant event last week and that made up for some of the frustration. Since Doug McIninch was also driving only at LCMT, we decided to drive up together. We left later than we had planned and were concerned that we would be caught in Montreal weekend traffic but we were pleasantly surprised to motor past the city and make it to the track in a mere 6 hours. Unfortunately the paddock was still being cleared and everyone needed to wait until 7:30pm before we were escorted into the paddock and to a parking space. Earlier in the afternoon, Tom Harris somehow managed to canoe over to the paddock and set up a tent to secure our camping area and a pop-up to locate 'Camp NCR' (very creative but I still wonder where Tom found that canoe). Tom and I always camp at the lake and we managed a pleasant evening once the cars were unloaded, tents were set-up and Camp NCR was fully stocked.

The track opened at 7am so everyone could register and get through the tech line. Unfortunately, cars backed up at the track entrance so getting everyone registered and their cars through the tech line was hectic. The drivers meeting was a bit delayed but the NER Team managed to get the first run group on track pretty much on time. It was a fairly hot and sunny day so lots of water was consumed to make up for all that sweat that comes from driving your car at speed. The track was in excellent condition and the day ended with a well attended social event hosted by NER. As the social was ending,

a fast moving wind and rain storm moved into the paddock area and several pop-ups adjacent to Camp NCR blew over and were reduced to rubble. Camp NCR made it through the initial storm mainly due to the fact that we had suffered a similar fate a couple of years ago and learned how to manage these kinds of conditions. Dinner was grilled in relative comfort despite the ongoing rain. For some reason, Tom woke up at 4am and noticed that Camp NCR was about to collapse due to water build-up in one of the corners. He used several of the legs from the broken pop-ups to jury rig a pole that kept the water from pooling. Nice job Tom but next time try not to make so much noise -- after all it was 4am!

Tuesday was one of those days where everyone hoped that the track would dry and we could keep our dry tires on the cars. Unfortunately, Mother Nature had a different plan and before long we were driving in a real downpour with our rain tires. There was so much water in a few places that you had to be really careful of your track position in order to maintain control of the car. The challenge was to find a line that not only had grip but in some cases find the line that had any grip. Rain always presents unique driving situations often requiring problem solving as well as driving skills. Tom and I grilled again and ate dinner with Kristin and Dave Karl who were also staying trackside. After dinner we decided to do a track walk and it was very good to look at the track on foot. We had lots of time to talk about lines, surface features to utilize or to avoid as well as review how we approached each section of the track.

continued on page 32 ...



Judy Hendrickson

LOOKING BACK

Way to go, David and Tracey!

Mid July and it's HOT! I mean last night's Channel 9 weather reported Nashua has already had 17 days above 90 degrees (3 official heat waves) this summer – almost a tie for the record number for the whole summer and we're only half way through the summer. Phew! Turn on the AC! Send us some cool air Canada. Although I heard from Ivy that it was very hot at Mt Tremblant this year with temps near 100! Global warming or not the weather does seem to be changing and I fear the polar bears are in real trouble with this kind of heat going far north this year.

Miriam and I journeyed to Parade this year, St Charles, IL, mainly to work, she with Ellen Beck on the Gimmick Rally and I with Henry Hoeh on the AX. We weren't entering any events that required a Porsche so we went in her new Mini Cooper, since neither of us had a Porsche with reliable AC at the moment. Miriam's mom was a stop we planned on the way out and back and she hadn't seen her daughter's new car yet. We headed out in pleasant temps, but encountered the heat once we were in Illinois. This was the first Parade under the "National Management" concept versus local host region. Events were well run, organized and on time with minimal glitches, although the rally seemed to be full of tricks and many people got lost – including the fully equipped contestants. When will rally masters learn – you don't need to make rallies complicated, participants will make enough mistakes on their own you don't have to trick them.

Many people asked Miriam and I what happened to Vermont for 2011 – seems they were all looking forward to visiting the North Country. Killington's failure to pave a required parking lot for the AX sealed its fate and 2011 will now be in Savannah, GA, July 31-Aug 6, 2011 (I believe at the Westin Savannah Harbor & Golf Club on Hutchinson Island). The 2012 Parade will be in Salt Lake City at the

Little America Hotel and Resort (I'm not sure of the dates, but I understand they have committed to getting away from the July 4th holiday). Although it will be warm (like we're having now) in Savannah, the resort looks fabulous and I hear Concours and AX will be right out your front door. Savannah is a very interesting place with a great historic district and great food – after all I was born there. ☺

Now, what did I find in looking through the August 1980, 1990 and 2000 issues of *Northlander*? Well it seems as though *Northlander* was receiving kudo's at the 2000 Parade for John Dunkle's efforts as editor for 1999, just as our own David Churcher and Tracey Levasseur received kudo's at this year's Parade taking first in class (400-699 members). Way to go, David and Tracey! Nice to see your efforts finally recognized outside of the region. You have long been winners from NCR's perspective.

As to my selection for reprint this month I was drawn to two press releases/ advertisements. Perhaps it was seeing examples of these cars at Parade recently, but it struck me as interesting historical trivia worth reprinting here:

Update

1980 Porsche 911SC

"Weissach Coupe" Limited Edition

Englewood Cliffs, NJ - - Named for Porsche's well-known research and development center outside Stuttgart, the "Weissach Coupe" is a limited-edition Porsche 911SC now on sale at Porsche-Audi dealerships.

From the outside, the special-edition model can be identified by functional spoilers at the front and rear, in

continued on page 36 ...

Parade 2010 in Photographs

Judy Hendrickson



Improved and Modified lined up in grid for the AX.



997 GTRS – Cole Scrogam – took Preparation Group – I think. Only new car there that really attracted my attention. There was a white with red trim also, but the blue one was spectacular.

Parade 2010 presented a visual feast of Porsches. Judy was ready with her camera and note book ... the following pages present a wonderful sample of this visual feast ...



Photograph above is Bob Gutjahr's Sebring Special Edition 924. Very original car, took 2nd out of 4 in Preservation Class, beaten by the 944 that took Group – same one that beat Miriam at Charlotte and took group there also.



From top left:

The VERY last 914/6 built by factory in 1972 – documented as such by letters from Porsche AG – including the paint to order color of some sort of metallic green and the 471 Option Kit (steel flares). The owner, David Hatch, has 13 or 16 914s and a boatload of NOS parts for 914/6s. He also owns the next to last one. It was found in Germany and restored in Germany. A very good job., but not good enough to displace the nearly perfect (299.3 out of 300) 356 Speedster of Tom and Lyn Scott of Colorado . The 356 took the Group Restoration award. I judged the interior of it and could find only one minor flaw – in metal of the seat rail under the paint.



A 1995 RSR in the "Competition" class.

Detail of mechanical beauty.



Porsche 962 ... the drivers' names on the side are: B. Leven, K. Ludwig, and H. Stuck. The cartoon adjacent to the filler cap indicates one of them is "Old Snaggle Puss" ... but which one?



The Interscope Porsche Indy 500 car. This car was so good it terrified the officials so much they changed the rules to keep it out of the race. That's sort of winning without even racing! Today this car still amazes us with its elegant engineering.



Up-Fixing the four-cam beauty.



356 outlaw hot rod with 911 engine in it.



"Three Rivers Run"

NCR Sunday Tour of

Cocheco River
Salmon Falls River
Piscataqua River

AUGUST 15, 2010

Start: Mobil/Dunkin Donuts
195 Portland Road (Rte 4 East)
Dover, NH (near ice arena)

Drivers' Meeting: 10:15 am

Begin Tour: 10:30 am

Arrive at Hamilton House (South Berwick) at approximately 11:00 for brief historic tour and rest stop.

Continue tour at approximately 11:45 to destination.

Arrive at restaurant TBD at approximately 12:30.

Cost: \$10 per car – checks payable to NCR-PCA

RSVP by Aug. 10th: Jim & Deb Gratton
20 Ocean View Rd
Kennebunk, ME 04043

email: dgratt@aol.com
Tel. 207.985.2999
cell: 603.498.8574

Name: _____

Number of people attending with you _____

e-mail address: _____

NCR NORTHLANDER WINS MAGAZINE CLASS



Above: a scan of the trophy and a photograph of Tracey and David enjoying a moment of celebration next to the HP Indigo printing machine which prints Northlander. Photograph by Hank Cowles.

July has been a month of ups and downs. It was between two downs that we received an up ... it was Miriam calling from Parade to tell us that we had won 1st place in Class IV in the 2010 PCA National Newsletter Contest. Miriam added that Judy was excited and all smiles as she received the trophy for us. The trophy, unfortunately, only had David Churcher as editor on it, but all *Northlander* readers know it's a combined effort with Tracey Levasseur as co-editor. It seems the entry form has both of our names but the trophy only has space for one. Sheesh ... hopefully PCA fixes this quick because now we have our sights on the next trophy!

This win is most gratifying and a long time coming. It's a fun job at times, challenging at times and when told we'd won 1st place it makes it all worthwhile. We thank everyone who has submitted material over the years, without those brilliant stories and excellent photographs it would be a very dull newsletter. And a special thank you goes out to Hank and the gang at CPI for working so enthusiastically with us. They've allowed us to print a larger, more colorful publication while keeping us within budget.

We look forward to continuing improvement on *Northlander* with our sights set at one day receiving a call from an NCR member at Parade telling us we won Newsletter of the Year.

David & Tracey
Co-editors, Northlander

NCR Ice Cream Run #2 ... July 17, 2010

Ivy Leonard



I scream, you scream, everyone loves an ice cream!

It was Sunday, July 18th, and a hot, humid summer day. The NCR Ice-Cream social was to carry on. We began at our favorite spot of Porsche of Stratham with good ole Harry there to greet us all, that smiling face happy to see the Porsche folks.

It was a beautiful tour beginning in Stratham and ending at Memories Ice-Cream in Kingston. The lead car was Jim and Deb Gratton. Second in line was Janet Leach in John's Boxster S driving in his memory and honor. John would have wanted his social events to carry on so that is what Janet opted to do. Thanks Janet, Jim, and Deb for a fun time.

With the long line of Porsche's playing follow the leader it is such a neat sight. Something you have to experience yourself to really appreciate it.

The special route was wonderful, a nice country tour of back roads onto the best part of the day: ice cream. Ice-Cream, you scream. We all scream for Ice-Cream.

Well, at least I do!

With all the smiles on everyone's faces there was still a bit of a somber mood as we could not help but think of our dear friend John. He surely will be missed.

The line began to form with the Porsche enthusiasts at Memories Ice-Cream. I think Janet and I were at the front of the line. I did not want to miss reading the board of all the delicious flavors and sizes they came in.

John was right in his last article stating how fortunate we are to own and drive our Porsches, and to be members of a car club such as NCR. I could not have said it better myself. What great supporting friends they are.

On a great note, we were able to present David and Tracey (*Nothlander* editors) with the first place trophy from PCA during our consumption of these fine flavors of ice-cream. David and Tracey, congratulations – you both deserve this



Yum! And who is eating this delight?



*NCR members greet each other with enthusiasm.
Photographs of Ice Cream Run #2 by David Churcher*

award over and over. Excellent job, we are all so proud of you.

As for John's memory and thoughts I knew I would not be there for his funeral service on July 12th as I was traveling to Canada. So I wrote him a letter to be read at his service. The Ice-Cream Social being the proper event of John's social calendar for NCR Janet tearfully read my letter to the group while we gathered together at the picnic tables to eat our ice-cream and socialize. I have many fond memories of John and wanted them to be known. This is how the letter read:

You know...I never thought I would be writing one of these letters but I know John would have gotten a kick out of the title!

A Dear John Letter:

Dear John,

It was about 5 years ago when Janet introduced you to me at the NCR dinner. I can always remember that smile on your face, yet a calm shy greeting. Your reply was one I have heard before. "So you are the one that likes the color yellow". Jeesh, word travels fast.

Excuse my language but Damn John – I can't believe you are gone. It just isn't fair.

In the five years I had the privilege to know you we began to spend more time together. Not to mention the great fun you, Janet, myself, and member at large Hank have had. The Friday night dinners at the Cochecho Country Club and the Wine socials there as well. I will never forget one of your emails after the great Friday night dinner at the Cochecho with Janet, David Churcher and Hank. Your email reply was thanks for such a great time last night at dinner. We should do them more often, though I don't know if my stomach muscles and cheek muscles can take the laughing. Yes we did John... laughing was plentiful. Memories I shall cherish. Some at my expense of course thanks to the member at large having fun with using me for the pun of his jokes. LOL The best part was trying to decide on the appetizers to order. Hank looked at you and Janet and said...let Ivy decide for me.

She always makes a great decision. So that is what I did...I chose a couple of great yummy appetizers, but well the first of the laughs began with Hank changing the appetizer order to something else. Janet looked at you, John, and said oh that is how it works. Hank makes a nice gesture to let Ivy pick and then Voila! he changes the order. Hank said it was the thought that counts. Again we laughed. Many fond memories with you and Janet at the Cochecho.

John, I could go on for days with the fond memories of the NCR events with you. There are just so many. Dinners, track events, Ice-Cream runs. Oh boy, you will be missed. One of my favorite memories of an NCR event with you John is my very first Autocross day. How you supported me and told me it was all about having fun. John your run group was in the A run group and my run group was the B run group. That meant you were out in the bright sun doing cone work while the B group drove. My first run I took an instructor out and he graciously guided me through the cones. Turn left, go right, look straight, turn left. Back and forth. It seemed like such fun. Run two... here I go...off to a slow start – like that is surprising. Turn left, look right for the next gate to get through, turn left again, and turn right. Jeesh...there is a lot out here to concentrate on. I can remember seeing John up ahead picking up cones from the previous car. I thought I would never do that to him. I don't want John to have pick up any of my cones and call my car number in so I concentrated on the zig to the left that I needed to take. Oops guess I zagged when I should have zigged. I took out the row of 4 cones John was responsible for resetting. When I spoke with John afterward I had apologized for making him work so hard. He replied with a chuckle – I have not seen anyone take the cones out so smoothly and push them right to me. Hardly any work was needed to put them back in place. What a day.

Like I said John, I could go on and on. Your last ice-cream run social was a hoot. Just a grand time. Still have yet to taste the vanilla olive ice-cream. Meeting at the 99 Restaurant afterward for some social dinner fun was priceless as well. Always some good laughs. Yes, I agree the Margaritas were weak. Tasted like fruit juice. LOL

John I sure am going to miss you. We will miss that shy grin on your face and the quick wit comebacks to Hank's jokes. Most of all I will miss seeing you and hanging with you at future events. Janet will carry on the Boxster S display.

Not many have a boxster as beautiful as yours. The sleek stance, somewhat like the stealth.

So John, in final I must tearfully say good-bye. Thank you for all the smiles you put on my face. Thank you for the great times we had. You will surely be missed. I know you will be watching over us all. Good-Bye John. May you rest in peace. Love you man!

You're Friend Ivy – NCR President.

Thank you Janet for reading this letter at the service and Social event. It meant a great deal to me as I know it did you.

In closing for any of you NCR members who have not had the opportunity to come out and join us in one of these events, think about coming along soon. You will be back again and again. You see it really is about the people as we all just have a common interest. Great friends for years to come.

See you all soon!

Ice Cream Run photographs on following two pages ...



The group tours through Newfields heading towards Memories Ice Cream Larry arrives and is ready for ice cream.



... two 914s got lost in Exeter but did make it in time for ice cream.



We all scream for ice cream ...
 Deb Gratton awaits her order, and Paul Tallo is pleased with his choice.



“Rose” ... a Porsche Story

Phyllis Stibler & Barb Talbot



“Rose” turns 200,000 miles and gets a party at LRP. Photography by Barb Talbot.

February, 2006

Panorama Personal Porsches not submitted, *Pano* no longer doing this column

I have written this article for *Panorama* at least seven times: on the way back from a track event, while washing the wheels, when contemplating a nick the size of an edge of a dime...do you get the idea?

Yes I have favorites among my “children”. I have had a series of sports cars including many Porsches in my 33 years of having my own check book. I have names for all of them, hate it when I have to sell them and invest far more in garage real estate than residence bedrooms. Of all my cars, my 1988 Silver Rose Turbo S 944 is the center of my affection and this article.

Lineage? The car came from Morong Falmouth in Falmouth, ME, purchased in August 1988. The car and I are members of the PCA North Country Region, covering New Hampshire and some neighborly towns.

Let me give you some statistical background, and yes, I am the original owner.

Some of the TLC:

- 98 oil changes
- 2901 washes,
- 58 waxes (bikini line and all)
- 33 sets of tires

Some of the tech talk:

- 8 timing belts, 7 stripped sunroof gears

(more my fault than the car’s!), 2 turbo timing valves (another story), 2 batteries, 1 engine mount, 1 clutch, yes original turbo, heads and an 18 year history of fun including over 180 days of driver education, too many rallies to count, autocrosses everywhere and oh those club board meetings.

The engine has never been rebuilt and has always been in the capable hands of Blair and Barb Talbot, Rochester, NH. Blair was with a dealer when the car was under warranty, and provided everything ever needed from then on in his own garage. Blair is like a brother to both the car and me, has weathered every storm, in person and from phone booths (that dates me!) and cell phones at race tracks, and likely with psychic knowledge of conditions when needed!

If the car can have a name it is "Rose". If the car can have a resume it includes:

NCR Concours d'Elegance Best in Show 1990

Parade Concours d'Elegance Street class, 2nd Danvers, MA 1992

Parade Autocross, 1st place in class, Danvers MA 1992

NCR season autocross winner 19-something, can't find the trophy

NCR season Rally winner 19-something, can't find that trophy either

Porsche Parade Autocross 4th place, Lake Placid 1994

and daily driver (although seasonal) from 1988 – 1998.

"Rose" was retired as the daily driver and promoted solely to track car status in 1998. And was awarded the "Aging Track Queen Concours d'Elegance" Special Award by the then PCA president Judy Boles in 1999.

So, any Porsche person would ask, why is that really so special? Par for the course in PCA circles... Hrummph! One answer is that "Rose" has 267,100 miles and engine compartment that you truly could enjoy a meal upon. About a hundred people came to the car's 200,000 mile birthday party. Mostly by coincidence but with a little planning, the odometer turned to 200,000 at Limerock Park, Limerock, CT in 1998 at a driver's education day. The second event day was rained out so instead of driving we had champagne and a car cake at 10am in the paddock area!

Smooth body panels. Clean lines. Minimal clinks and jingles. A joy to drive while commuting, at the track, rallying, and down to the local donut shop (the envy of our eminent local enforcement staff...). This article is an 18 year birthday celebration for a best friend of sorts. And I would write more but it is time to fight the black flies and give "Rose" her 2902nd car wash!

Post script, June 25, 2010

After twenty years of track events, the last ten as an instructor for our PCA Driver's Education Program, I am retiring from track events. I could update the above with dozens of oil changes, hundreds of washes, many many more track tires and so on. The car needs a new home and my neph' Jeff, who has cleaned this engine with q-tips is the worthy owner. Mileage is now about 280,000 and the engine is

still worthy of note, still clean, still strong and Blair Talbot is still the maintainer! The track car has been returned to street condition and now goes to New Market, Maryland, to provide fun and happiness for Jeff, Judy, Adam and Chloe Byrd, ah yes, with love.

Phyllis Stibler

ALL IN THE FAMILY

A rose is a rose is a rose. Especially in the case of one 1988 944 Turbo S that was given that name by her NOW-previous owner, Phyllis Stibler. They have been together since the beginning, and the car *rose* to the occasion for many excursions over the past 22 years. As a daily driver, she rang up the miles, faithfully toting Phyllis back and forth from Stibler Associates in Manchester to homes in Barrington and then New Castle. She showed her pretty face in Concours d'Elegance circles. Rose attended countless PCA rallies, rambles, autocrosses, and Porsche Parades. She clocked almost 200 driver education days with the club.

Phyllis had her driving schedules and mileage projections down so pat that she called every March to set up the entire driving season's maintenance appointments in advance. She faithfully adhered to 30k tune-ups, 45k timing belts (advanced due to demanding track

driving) – always including the return 1200-miles adjustment. You can count on one hand the number of times Rose's oil services went a mere 100 miles over 3000. With a wonderful 277,000 miles under her belt (pun intended), that's a lot of oil!

Planning for a 200,000 miles celebration, Phyllis calculated that the odometer would turn over in the middle of a DE event at Lime Rock Park in Connecticut. The rain came down in such torrents that the event was cancelled for the day. But it did not stop a group of raingear-clad friends from sharing champagne and a special "milestone" cake that Phyllis had brought for the occasion. (NCR people have never let a few puddles spoil a good time! They just get out their "ducks" and boots, fondly known as "NH driving shoes").

As situations change in life (and they always do), Phyllis decided that Rose would get more attention from her nephew, Jeff. So after a final "doctor's visit," Rose is now in Maryland, her new home.

We bid her a fond farewell and wish her many new adventures. A Rose, by any other name, will always be as sweet.

Barb Talbot



"Rose" arrives at her new home. Photograph by Phyllis Stibler.

Parade 2010 Tech Quiz

Judy Hendrickson



Judy's trophy for first place in the Tech Quiz. The motif is a fox ... which was a theme at Parade 2010.

As you've read elsewhere in this issue, Miriam Dunster and I attended this year's Parade in St Charles, IL. While both our attitudes about IL were pretty negative ahead of time, St Charles proved to be a lovely little town along the Fox River. Things are pretty flat out there and although raised in relatively flat central Florida, I don't remember being on roads so flat or so straight as we encountered out in the farmland around St Charles. What, might you ask, were we doing out there? Well, we were dry running Ellen Beck's Gimmick Rally and giving her some suggestions to streamline and simplify it for the enjoyment of the entrants. Kudos to Ellen, by the way, as she had more enter and finish her rally than the featured TSD rally. Miriam and I worked most of the week we were there – she on Gimmick Rally stuff and I on Concours judging and AX driver's meetings. While well run, the parade hotel facilities, rooms and layout at least, left something to be desired. The best I could say was it was a tired resort. Although the best Parade food we had was prepared by the hotel, off site meals left a lot to be desired. We did have one great meal while there. Our one free night we went into St Charles and dined at a

great little place right on the river, ZaZas. If you're ever go to St Charles, try it, you won't be disappointed. In addition to a great menu, they have an outstanding wine list. Imagine my surprise to find my favorite Pinot Noir from the Erath Vineyard in the Willamette Valley west of Portland, OR. It truly is a special wine, with all the character of a more complex Merlot or Syrah. If you ever run across it, buy it, you won't regret it.

Since we had neither time nor a Porsche with us, we did not enter any of the driving events, but I did enter the Tech Quiz. It was held on Thursday morning, our departure day. So I got everything packed the night before and ready for Miriam to load the car in the morning while I went for the Quiz. Immediately after handing it in, I picked up the answer packet for the 914 section that I took along with the ones for 356 and late 911 (964/993) and met Miriam at the car. Then off we headed for Auburn, NY, to spend the night at Miriam's mom's.

There was a bit of a mix-up with the 914 quiz. Seems the final cutting and pasting of questions into the various quiz classes went awry and instead of 25 914 specific

questions, the last 25 of the 50 General Questions were repeated. During the test we were instructed to simply answer the questions as they appeared, they were aware there was a problem with the 914 section which would be resolved later, but for now, just answer the questions. So we did.

Of course, once we were on the road, I had to find out how I had done. I must say, I don't ever remember walking out of a Parade Tech Quiz feeling like I didn't know hardly any of the answers. I wasn't even feeling that I could narrow things done to 2 answers most of the time. I heard similar musings as I left the area outside the Quiz room. So I was most surprised when my self scoring revealed I got 35 out of the 50 Generals and because I guessed differently on some questions on the repeated 914 section I got 18 of those 25. Too bad, I didn't change the answers in the Generals to what I did in the 914-specific, I think I would have gotten more than 35. Oh well.

While on the road, I got a call from Ellen Beck telling me that because of the messed up 914 Quiz, the Overall Award would be determined based on the Generals only, but what was posted did not break the scores down that way. She did confirm that I won my class, but it was not clear who had won the overall as the other classes were scored on 75 total questions with no breakout between Generals and Model specific. So it was not until the next day that I learned my perennial competitor, Debbie Cooper, had been awarded the overall award. Seems we tied at 35 Generals and it had to go to the Tie Breaker Questions where she got 6 of the 10 versus my 4. So she is now one up on me, 7 for her and 6 for me (I think). Maybe I'll have to go to Savannah after all.

**Now for a selection of Questions.
How will you do?**

continued on page 32 ...

John Leach

John Sheldon Leach, MD, age 58, died unexpectedly at his home in Greenland, N.H., on Thursday, July 1.



John was born in Laconia, N.H., and moved to eastern Kentucky at a young age. He accomplished so much during his lifetime: he attained the rank of Eagle Scout; he received his BS in Premedical Sciences from Eastern Kentucky University. He graduated with an M.D. from the University of Kentucky College of Medicine in 1979. He completed his residency at Maine Medical Center in Portland in 1982. From 1982-85, he was a staff anesthesiologist in the U.S. Navy at Camp Lejeune, N.C., and participated as a member of the surgical team aboard the USS Guam in both the Grenada and Beirut conflicts in 1982-83. He retired from the Navy in 1985, having achieved the rank of lieutenant commander.

In 1985, he joined Portsmouth Regional Hospital as a staff anesthesiologist, from which he retired in 2002. He had throughout his life crafted fine furniture. Following that love of design, he attended the Boston Architectural College and received his Masters in Architecture in January 2009. John had an eye for detail and loved everything that was esthetically pleasing. He truly believed that "Less is More." He designed and carried out many revisions to his home, taking great pride in his accomplishments. He was an Associate member of the AIA and was also an active member of the North Country Region of the Porsche Club of America. He also enjoyed boating, skiing, hockey, fine dining and cruising.

He is survived by his wife of 30 years, Janet, and his father, Arthur Leach of Wittensville, Ky. He has three sisters and two brothers as well as many nieces and nephews. He was predeceased by his sister, Sally, and his mother, Caroline.

Centerfold photograph of John and his Ocean Blue Boxster on the following pages is from a NCR 2010 Autocross event.





NCR Weddings



June 19, 2010 at 7am on the Maine seacoast with a small group of family and NCR friends, Ellen Beck and Bob Gutjahr were wed by Ellen's friend Michelle Berke. Ellen, as most NCR folks will know, is a long time NCR member.

Meanwhile ...

June 19, 2010 at 11am local time in Cooledge, Tennessee in a private ceremony, Ivy Leonard and Hank Cowles also tied the knot.



NORTHLANDER ADVERTISERS

Have you ever considered making your advert in color?

Northlander will run a sample color advert in the September issue for you to get an impression. Meanwhile, think about it ... in these troubled economic times (flogging a worn phrase) a color advertisement could get the attention your business deserves.

More info? Talk to our Advertising Manager: Matt Romanowski ...


advertising@NCR-PCA.org

2010 U.S. Vintage Grand Prix at Watkins Glen

Porsche Corral

Hosted By: Niagara Region PCA


SEPTEMBER 10-12, 2010



Only \$75 Per Person Includes:

- Weekend General Admission Ticket with Grandstand, Paddock, and Garage Access
- Track-side Hospitality Tent Access Sat/Sun
- Preferred Porsche Corral Parking Adjacent to Hospitality Tent
- Snacks & Drinks All Day Sat/Sun
- Catered Lunch Sat/Sun
- Paced Laps On The Track In Your Own Car
- Children 12 And Under FREE With Paid Adult

Registration at www.clubregistration.net <-> Email questions to president@niagarapca.org



Main St. Watkins Glen Race Reenactment

Includes Friday Grand Prix Festival in the Village and fireworks! www.grandprixfestival.com

REGISTRATION FORM

Porsche Corral – Vintage Grand Prix at Watkins Glen
September 10-12, 2010
(hosted by Niagara Region PCA)

NAME _____

ADDRESS _____

EMAIL _____

PHONE (day) _____ (evening) _____

PCA REGION (if applicable) _____

OF TICKETS _____ X \$75 = _____ (total enclosed)

Tickets and wristbands will be mailed to you approximately 3 weeks prior to the event.
 (Please note that tickets are not refundable, but are transferable.)

Mail check (payable to NIAGARA REGION PCA)
 and this completed form to:

JIM ARENDT
 780 WASHINGTON ST.
 SPENCERPORT, NY 14559

Registration form and payment must be *received* by August 31, 2010.
 You can also register online at www.ClubRegistration.net

Parade 2010 Tech Quiz
...continued from page 26

Generals

1. The engine used in the 924 was also used in_____.
 - a. the 1977 Audi 100
 - b. the VW LT van
 - c. the American Motors Gremlin, Concord and Spirit
 - d. all of the above
2. The Varioram intake manifold on the 1996 3.6 litre 911 was first introduced on the 993 Carrera RS.
 - a. True
 - b. False
3. The model designation of 993 was derived from the year of its introduction.
 - a. True
 - b. False
4. In about 1951 Porsche contracted with the Hirth Company to build crankshafts, unique in that the crank was bolted together so the connecting rods could be one piece eliminating the separate cap and bolts. The most important benefit for the 356 engine was _____.
 - a. to reduce the hardware costs with no rod bolts.
 - b. to decrease engine assembly time
 - c. to save wear and tear on the slim post-war supply of Snap-On torque wrenches
 - d. to allow for a stroke increase
5. As related to Porsche, the name Hausermann would be in reference to _____.
 - a. clutches
 - b. carburetors
 - c. transmissions
 - d. C. O. A. requisitions

Model Specific

356

What type of carburetors does a pushrod 1956 356A have?

- a. dual-throat Solex
- b. dual-throat Zenith
- c. single-throat Solex
- d. single-throat Weber

Late 911 (964 & 993)

The Porsche 993 Owner's Manual gives a bulb chart listing the type of bulbs used for the exterior light bulbs. Examples include High beams, low beams, turn signals (front and side), and license plate pights. How may different kinds of bulbs are listed there?

- a. 7
- b. 9
- c. 13
- d. 15

Tie Breakers

1. A tire size of 205/60 means _____.
 - a. the sidewall height if 60% of the width
 - b. the side wall is 60 mm tall
 - c. 60 psi is maximum inflation pressure
 - d. the circumference is 60% less than the diameter
2. The final production version of the Porsche crest is credited to
 - a. Ferry Porsche
 - b. Max Hoffman
 - c. Butzi Porsche
 - d. Erwin Komenda

DE

...continued from page 11

While the rain day was 'fun' we came to drive at speed so everyone was pleased when Wednesday was predicted to be warm, sunny and most importantly dry. I think it was one of my best driving days. I was able to incorporate some of the ideas from the track walk into my driving and I took 2 seconds off my previous best lap time. I was clearly in the 'zone' since the driving was effortless and I was actually surprised to see how much time I had shaved off my lap time. There are more opportunities to improve my lap time but those will have to wait until next year. I'll be thinking about those possibilities over the winter and work out what to try next time.

After the event ended, Tom and I made the drive home. I arrived home at 1:30am and immediately made for bed. DE is exhausting and I am always amazed how we manage a 7 hour drive after a day of driving and instructing.

As I write this article we are in the final stages of planning the August NHMS event. Registration is light and we are reaching out to neighboring regions to help promote the event. Next month I'll let you know whether we were successful in getting full participation.

In closing, I would like to thank all of our members and guests for supporting the 2010 DE program. Please review the remaining events and register as soon as possible.

As always, if you are an instructor, please register early so we can finalize registrations for all the green and yellow drivers. This applies to all regions and all events. Please register for NCR events at motorsportreg.com and for NER events at clubregistration.net.

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

Stay Safe and I'll see you at the track!



Answers are on page 41:



Canadian Sunset

Ivy Leonard



Sometimes it's not all about the cars. Sometimes it not all about the people either. It's about the moment. While sitting with Porsches and Porsche friends after a day on the Calabogie track in July Mother Nature treated us to a spectacular sunset. Oh, Canada.

This photograph looks best in color, of course, so go to WWW.NCR-PCA.ORG, click on *Northlander* and you can see a color version.



Photograph at left: Camp NCR was set up and waiting for NCR folks when they finally got through the traffic jam. For more on this story see Mark Watson's DE column in this issue.

For more on this story from Canada ... just turn the page ...



A Ferrari advertising looks over a flight of Porsches ... LCMT. Photographs by Ivy Leonard.

DE IN CANADA, 2010

They were both terrific events and even if you have never tried DE they're a must for your calendar next year! Or the year after. For those that have driven Tremblant only...get over to Calabogie, you will not regret it.

With a warm month of June behind us I was looking forward to escaping the normal routine and heading north to Canada for what has become an annual DE nine-day event loop: The previous years it was New Hampshire to Mont Tremblant (about one hour north of Montreal) for three days at Le Circuit Mont Tremblant, a day of travel for the 200 mile trek west, and then three days at the spectacular Calabogie Motorsports Park just west of Ottawa. This year the venues were reversed, Calabogie Motorsports first and Le Circuit Mont Tremblant second.

Tuesday July 6th was a long and stressful day preparing for the journey north along with a full day at work. Hank and I had much to do. Brake pads to change, brakes to bleed, tire changes and final preparations for the nine days away. Gathering quarts of oil, brake fluid, tools,

supplies, water, snacks, spare tires and wheels together and loading for the trip is an amazingly time consuming effort. With all this preparation sometimes you say to yourself is it really worth it? As always once you arrive you realize it is worth the trip and then some. Finally, I loaded our Garmen (our trusty GPS) with our destination and prepared for an early departure Wednesday July 7th.

Of course, any trip of distance in my 1987 944 turbo "TURBOMA" can be a test of fate. So this year we left her home, yippee! Time to share the RSA with Hank on track. I use to rate my track days as successful, not by number of great sessions, but by number of times I have not crossed the start/finish line on a track flatbed. So I was prepared and excited for this trip with no concerns! Okay, maybe one little concern about borrowing someone's car! Good news, the border patrol would not be able to harass me this year. Yippee!

Wednesday morning...no air conditioning in the truck, and no time to try to recharge for there were too many other last minute details to attend to. Zero miles, first problem, but we were off roughly

on schedule around 8am. Does anyone have a fan?

The trip was going to be long but I was looking forward to the 9 days in Canada. North Country was to be represented by Hank, myself, Tom, Gordon, Mark, Tony, Dave, Dave, #2, Irene, Doug, Jay, Steve, Dave, Kristen, Paul, Mike, George, Bill, and countless others.

The drive was smooth sailing (except the humidity) through the border and on to the fringes of Calabogie. We opted to stop about 40 minutes outside of Calabogie to catch the Germany versus Spain soccer game. We were also looking to soak up some air conditioned seating.

"Camp NCR" was already set up, just inside the gate at Calabogie, Tom's tent being the area to look for. It was a small but fun group at this year's first arrival.

Calabogie Track facts:

Length: 5.05 km (3.05 miles). Number of turns: 20. West Track: 2.2km (1.38 miles). East Track: 2.81km (1.74 miles). Track width: 40 feet. Elevation change: 65 feet. Camber in turns: 0% to 6%. Straightaway:

2000 feet. Direction: clockwise. Surface: polymer modified asphalt (Koch Stylink PG 70-34). Safety systems: extensive run-offs, and combination of tire barriers/walls, guardrail and concrete. East Paddock (main): 3.75 acres. West Paddock: 1.2 acres. Total site acreage: 1200. Track acreage: 275.

Timing and control tower

Modern restroom, shower, and clubhouse facilities (future)

is approximately 2 kilometers off Provincial Highway 511

Located in the resort area of Calabogie, Ontario

1 hour from newly constructed Ottawa International Airport

No track walks this year after arrival. I think with the heat everyone was tired and worn. Early good nights were said to meet bright and early in the morning. Hank and I invited Tom and Gordon to our humble abode for wine and dinner Thursday evening. They of course accepted. We were all lost without Mark and Paul.

Up early Thursday morning and back to the track for tech and sound check, then off to drivers meeting and another day of sessions at this great drivers' venue. The weather cooperated except for the extreme heat. Short sleeves were allowed during these terribly oppressive conditions. Keeping cool was tough and I drank more water those days than I had all year. Although there were some thunderstorms and showers on day 2 the impact on driving and driving prep was not as significant as it could have been. Saturday was beautiful as well, not so much humidity. Ahhh, much better with a helmet and driving suit on. The three days at Calabogie concluded with a handful of spins and a couple of incidents but everyone was safe. Sunday was to be our travel day over to Tremblant. The carpool was to consist of Tom, Gordon, Hank and myself. Off to a 9:45am departure.

Thank you to the Legault's for a wonderful stay in Calabogie. Thank you Dario for being such a wonderful instructor transitioning to the RS America. I had a great deal of fun. Sorry Hank for the sand in the car. Stuff happens....

On to Tremblant. The track at Mont Tremblant was built in 1964, with one mile added in 1965, bringing its total distance to 2.65 miles with 15 turns. By comparison, Lime Rock Park in

Connecticut is about 1.53 miles with seven turns (built in 1957), and Watkins Glen is about 3.4 miles with 13 turns (built in 1953). The Canadian Grand Prix was held at Tremblant twice, and many of our more veteran DE participants feel that Tremblant is their favorite track. I myself love Calabogie as that is my new favorite track.

One of the great things about Tremblant is the variety of things to do. There is an annual Blues Festival that is usually the same time we are there. 'The Village' on the mountain is full of cheeky shops and restaurants, a great way to spend a day of window shopping. There is sailing on the lake and a gondola which will take you to a restaurant at the top of the mountain. Lots to do!

The village of St. Jovite, where the track is actually located, has a much slower, laid back, easier style. Wonderful restaurants and shops managed by local proprietors.

Tom, Gordon, Hank and I arrived in Tremblant about 2:10pm, just in time to watch the final World Cup soccer game. We of course knew that Nino and Kay would have it on TV with Nino surly watching closely. A close, exciting game to watch for sure.

There were some mix-ups with gates opening to us at the track. We were originally told we could bring the trailers and cars in about 5 to 5:30pm. With the lines very long that 5:30 soon turned into 6, 7, and even 7:30 and 8:00. Not fun for those who had hours to wait. But after all that and the first days sign-in delays things were a breeze. I guess technically you could say camp NCR was set up at Tremblant by Tom and Gordon as they canoed over to set up camp while the gates were still locked. Great thinking guys!

Now, back on course! July 12th – 14th. Three days on track: some sessions with rain, though most of it with sun. Tremblant is a wonderful venue, but just a little rain and the track surface can become very slick. With sharing the RS America I am now driving on R-compound tires, but for those who with the changes in weather created a sequence of tire changes that gets old very fast. But Hank read the weather forecast well. Changed tires just in time. The three days passed quickly, with time on track, discussions under the tent with friends, jokes being told and laughs could be heard all over. Yes, even getting a tan between run groups. (I tried that often) after all it was considered my vacation right? Sunday

night's dinner with Nino and Kay at *Auberge du Coq de Montaigne* was just spectacular. Great food, wine, and fun with many of our driving friends.

Again as in Calabogie after a few spins and small incidents all was safe and a great event.

Just after Hank and I attempted to practice our canoeing skills – with somewhat great success – we said our goodbyes to Nino & Kay, our hosts at *Auberge du Coq de Montaigne* (a must stay if you are ever in Tremblant) and off to NH with approximately an 7 hour drive time home.

The drive back was quite uneventful, except as I stated earlier the lack of AC in the truck with 90+ degrees and high humidity is just not fun. Cool down stops are a must. The border crossing took a bit longer than expected but relatively easy pass through.

If you have done a handful of DE events, be primed for this loop next year. If you have done a number of track days, but have just not been able to swing the trip north, please reconsider. It is, as much and as often as we say...not about the cars, it is about the people. The tracks are phenomenal, the equal of any we may drive in the States. But memories of your sessions on track will fade long before the warm thoughts of the nights shared with your PCA friends and family.

Add it to your calendar for 2011. We'll be looking for you in the glow of the smiles and the glow of the campfire!

**For more photographs from
Canada ... just turn the page ...**



From the top:

Ivy prepares for a day of work.

Calabogie temperature at 7am ... that's about 73 on the US scale.

A Canadian working Tech who was so pleased to be at work at 7am.





From the top:

Which cars have the correct line for this corner?

A super paint job.

Our Canadian friends do have nice toys.





From the top::

his and hers Porsches.

Another super paint job.

Gordon's Cayman S at Calabogie





From the top:

Oh, dear! That's not the Putty Tat car from Make-a-Wish fame is it? Oh, dear ... it is. However, the damage was limited to the body work only.

Mark Schnoerr of NCR proudly displays his Veloz T-shirt.

End of a perfect day ... Hank and Ivy paddle off towards ... a Canadian Sunset?



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Rainer Cooney - Jerry Dascoli

Looking Back

...continued from page 12

addition to wide, forged-alloy wheels with centers finished in Platinum Metallic. Inside, a light-beige leather interior sports contrasting burgundy seat piping and burgundy carpeting. Other distinctive equipment includes electric mirrors on both sides, sport shock absorbers, rear speakers, an electric antenna, and halogen sealed-beam headlights.

And

Porsche Creates a New Porsche

The 924

Walk around the new Porsche 924. Notice how the car seems to be in flight even when it's standing still. It registered an incredibly low 0.36 drag coefficient in wind tunnel testing.

Now follow the sweeping lines back to the vast, graceful expanse of glass. It's a hatchback, with plenty of carrying space. This new Porsche 924 is as practical as it is beautiful.

It's time to open the door and look around the interior. Notice the precise, efficient handling of the instrumentation. Enjoy the incredible visibility, the sense of light and spaciousness.

The new Porsche 924 handles just the way it looks—breathtakingly. Its unique transaxle system (which positions engine and clutch up front, solidly connected through a torque tube to the transmission at the rear driving wheels) gives it a nearly perfect 50-50 weight distribution. It takes corners smoothly in balance. McPherson struts in front, combined with a wishbone torsion bar suspension in the rear, keep body lean to a minimum in curves. Rack and pinion steering assures the driver a quick, accurate response.

The new Porsche 924 is not inexpensive. But it is less than you'd expect to pay for a Porsche.

As usual I found many articles and columns that depict the special camaraderie that is North Country Region. There were the 15 NCRers who ventured out to the Zone 1 48 Hours event in 1990 and the saga of the various mechanical challenges of

Matt Romanowski and his then new to him 914 1.7 now grown to a 2.5 (?). Reading through the pages reinforced that sense of family NCR has and it is with that in mind that my heart is heavy and joyous at the same time. Heavy and still with disbelief that John Leach is no longer among us. His sudden and unexpected death on July 1 still seems so unreal. Perhaps it was because I was at Parade and away from my NCR family when I got the news. I know that NCR will give Janet the support she needs as they did for me when Doug passed because we are a family. And joyous with the news that Hank Cowles and Ivy Leonard are now officially Mr. and Mrs. Cowles, two of the nicest folks around and truly deserve happiness together.

Well, that's all for this month. Until September when we welcome yet another pair of newlyweds – Xana Chauvin and Matt Romanowski tie the knot on September 4th, 2010.



Answers to Parade 2010 Tech Quiz:

Generals

1. d, Excellence Was Expected, Vol 2, pg 750
2. a. Excellence Was Expected, Vol 3, pg 1288
3. a. Excellence Was Expected, Vol 3, pg 1265
4. d. Excellence Was Expected, Vol 1, pg 67
5. a. Excellence Was Expected, Vol 1, pg 145

Model Specific

356

- c. Specs, pg 6

Late 911 (964/993)

- c. 993 Owners Manual, pg 111

Tie Breakers

1. a. Up-Fixin, Vol 11, pg 79
2. d. Excellence Was Expected, Vol 1, pg 1



7th Annual Northeast Exotic Car Show

Date: Saturday August 21st, 2010

Time: Show Cars - 8:30 a.m. - 10:00 a.m. / Public 10:00 a.m.

Rain Date: Sunday August 22nd, 2010

Location: Anheuser-Busch Brewery in Merrimack, NH

Information: <http://www.northeastexotic.com/>

This year's show is an official club event for all of the following car clubs: Ferrari, Viper, Lamborghini, Porsche, Lotus, BMW, and TVR. A donation of \$20 is requested from all show cars during registration. This donation will be made to NH Make-a-Wish, and they will have a booth at the show if you should choose to make a larger donation. "Goodie bags" will be handed out to all show car drivers. Last year our sponsors loaded up the goodie bags with more than \$20 worth of detailing supplies.

This year's show will be a judged event with trophies awarded to 1st and 2nd place winners in each class.

Please check out the website for details about the day. If you have any questions related to showing a car, trailering a vehicle, etc. contact Show Chair and Inter-Club ambassador Jeff Torrey at jefftorry@comcast.net.

BTW:



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MART

...continued from page 45

SALE: * WP0AB0966KS450989 1989 911 Carrera 4, 82K miles, 5sp, Grand Prix White, Black interior, sun roof, excellent condition, body pristine, no track, no snow, garaged, no mods, meticulously maintained, new Bilstein shocks, new fog lights, 3 new rear lenses, recently upgraded AC blows cold, new spark plug wires, new tires 2K miles ago, just replaced oil thermostat and oil hoses and all belts, recent oil change, Kenwood CD with Bluetooth and iPod USB, new Kenwood speakers.

This is an immaculate example of a classic 964. Great driving car

Asking \$19,500 Constantine Brocoum 603-496-8501 after 530pm More photos available by email.

cbrocoum@gmail.com



BTW:

As we go to press with this issue of *Northlander* we learn NCR had a win at parade in the Gimmick Rally.

Sean Reilly from Vermont and his 1978 911 took the prize.

More details in our next issue.

President

...continued from page 6

Randy and Michelle were wonderfully friendly, personable and very professional. They opened the tail of the van, and there, alone, way up in the top level nose, unmoved and untouched over its three thousand mile journey and protected under two layers of cotton car cover sat Speedo. The unloading began. Randy and Michelle were precise in every movement, and the process of uncovering, unstrapping, and moving the Cayman to the ramp at the truck's tail probably took fifteen minutes.

Finally, Speedo was on the ground in front of me. Ahhhhhh...what a beauty!

Speedo was now home and now mine. I was very excited, and couldn't resist making a few 'show and tell' stops on the way home.

As it turns out, deciding on the car was easy, but the next decision was the more difficult one. A simple numbered license would not do justice to the Cayman, and although I will be selling my SC Targa, transferring its' plate '9ELOVIN' to a Cayman just wouldn't work. On line with the New Hampshire DMV for vanity plate searches yielded some reasonable options, like KMAN-S, TCHUSS, and, given my relationship with local law enforcement, a most appropriate SORYSIR. After hours of thought and while enroute to the Greenland Town Hall to register the choice popped into mind and the final decision made. CHEESET. Le petite fromage.

So when you see me out and about sporting my new ride be sure to wave, or better yet come join us at one of our NCR upcoming events. See you soon.

BTW..as far as the track goes, I must admit I am loving driving Hank's RSA on track. After years of prodding to track a 911, and resisting, I don't think I can give it up – at least as long as Le Grand Fromage will allow it!



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It's now official, and this is the launch: Lime Rock Park is offering both a one- and two-day Motorsports Photography Workshop during Historic Festival 28, September 3-6.

The one-day is \$500, and the two-day is \$900. There are only 36 spots available per day, so if you want to enroll, do not delay completing your application.

The workshop is for intermediate to experienced photographers, not "rookies." Each student must own a digital SLR camera with interchangeable lenses and possess the understanding of how a camera functions. Further requirements needed at the workshop include: two digital media (compact flash card, SD card, etc.), rain gear, long pants, and closed toed shoes.

Instructors include Rick Dole, George Tiedemann and Robert Laberge.

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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:*** (a) Craftsman 5-Gal Air Tank, \$15; (b) Kingdragon Neck Support; \$20 (c) Chatterbox for Helmet- \$ 15.00, email: jackoliv18@thesaunders.mv.com

SALE:* 2006 - 27' Custom Lobster Boat manufactured by Eastern Boat Co. Custom mahogany ventilating windshield, convertible top, custom seating, teak swim platform, Nidacor hull with full keel and 10 year warranty and Navman GPS. 350 CI Mercruiser inboard with 90 hours. Boat has been kept in a boathouse on a lift at all times when not in use. In like new or better condition. \$56,000 Jay Gratton @ JEG914@AOL.COM

SALE:* 1987 944 Turbo - Coupe, red/blk. Street legal track car -Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

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

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

GARAGE SALE - 3/15/10 - 11/15/10

Includes part of garage: eight 25' Z-purlins, metal roof. 1973 BMW R75/5 914-6 (maybe)

Farmall Super-A tractor Porsche parts: 356 - Boxster Old race tires Some firematic items Air compressor Lawn mower

Furniture Garden tools Misc items from old hardware store Farmall Super A tractor Used 17" Pirelli P7 tires, Boxster front

Set of used 16" 944 tires, 1/2 worn Some stuff free, others \$1 to TBD. If you don't need it, we have it!

-Ed & Nancy ednan@tds.net 526-6578 559 County Rd, New London, NH

SALE:* 1990 944-S2 Coupe Track/Street car - black on black, fitted 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires. Mileage = 175,500, but just had a Blair Talbot head and valve job and all new belts and tune-up. Asking \$7500. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

WANTED:* Ski rack tailored for attachment to engine lid grill of a 1995 C-4 993. It needs to clear a small wing about 6" above the lid surface. Call Jack Saunders at 603-536-4275 or email jackoliv18@thesaunders.mv.com.

Lost...and Found! At the last DE event in 2009 at NHMS, a helmet and a Columbia fleece were left behind. If it is yours, a little descriptive evidence of ownership will assure that it is returned home! Email Hank at bigcheese@consumerprofilesinc.com, or call Hank or Ivy at (603) 742-4000.

SALE:* WP0AB0966KS450989 1989 911 Carrera 4, 81K miles, 5sp, Grand Prix White, Black interior, sun roof, excellent condition, body pristine, no track, no snow, garaged, no mods, meticulously maintained, new Bilstein shocks, new fog lights, 3 new rear lenses, recently upgraded AC blows cold, new spark plug wires, new tires 2K miles ago, just replaced oil thermostat and oil hoses, recent oil change, Kenwood CD with Bluetooth and iPod USB.

Mechanic says one of the tightest cars he has ever driven. Fun to drive. Incredible ride, you'll love it.

SALE:* 1986 Porsche 911 Carrera Silver with burgundy leather interior. Sun roof, whale tail. Good condition, runs great!

Asking \$14,900 Contact Kim Scoggins kim@arc-associates.com 603-672-9256 evenings 603-425-2488 x102 days.

MORE MART ... PAGE 42 ...



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BTW:

If you read the July editorial on the subject of a poke in the eye ...the following lines are an update:

There was a second surgery, and then a third. But things did not work out as planned. Scar tissue was generated at an aggressive rate and evaluated by the best retina surgeon in the USA ... Dr. McCuin at Duke in Durham NC. He diagnosed the retina as beyond repair.

Unfortunate, yes. But not something that can not be lived with.

David



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BTW:

Last month we announced there would be coverage of NCR's entry at the LeMons race. Unfortunately the car suffered some damage in a recent event and will not be racing at LeMons.

25th Annual Zone One Autocross



Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA

The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/15/10
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\$45/person for Saturday dinner
Amounts are for one or two days;
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25th Anniversary shirts to all entrants!!!!

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Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpca@aol.com
Zone 1 Registrar: Aaron Ambrosino
(518) 541 2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

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BTW:



Neither in nor out ... but rather stuck.

MAL caught at Calabogie.

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For the latest schedule information please visit the IMSA website at www.imsaracing.net
Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.
Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of the IMSA and ALMS.

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Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card ads are billed once per year in November. We are happy to accept new advertisers part way through the year.

BTW



During the June Ice Cream Run our photographer hitched a ride with Miriam to get to some photo-op spots. One of them was in Rye and the spot presented a nice photo-op of Miriam's Porsche. But then our editor (!?) did not run the photograph as part of the article. Oopsa. So here it is in the BTW column ... our editor must be careful about such things or he might find his choice of outhouses will be in the BTW ... or worse :-)

NEXT MONTH

- Progressive Meal
- NCR's In The Heat Of The Summer
- Autocross #4
- Jim Gratton's Summer Tour
- NE Exotic car Show
- NCR - NER DE
- are we busy?

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