

# NORTHLANDER

NORTH COUNTRY REGION

Volume 35 Number 9

PORSCHE CLUB OF AMERICA

September 2012



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Coffee and Cars

NCR Summer Ramble

DE In The Heat Of The Summer

Autocross 4



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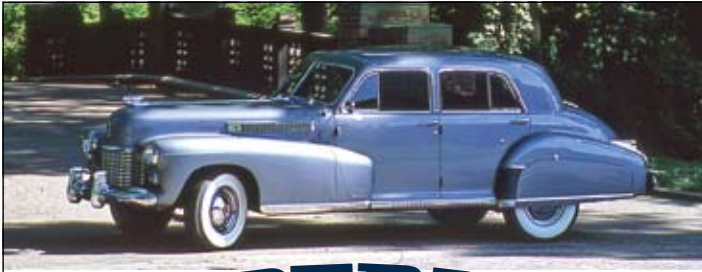
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## Editors

Tracey Levasseur

207 247 3385

NCRNorthlander@ncr-pca.org

David Churcher

603 799 4688

NCRNorthlander@ncr-pca.org

## Advertising

Biff Eaton-Gratton

603 502 6023

advertising@ncr-pca.org

## Website

[www.ncr-pca.org](http://www.ncr-pca.org)

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 50

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**Volume 35      Number 9**

**PORSCHE CLUB OF AMERICA**  
**September 2012**

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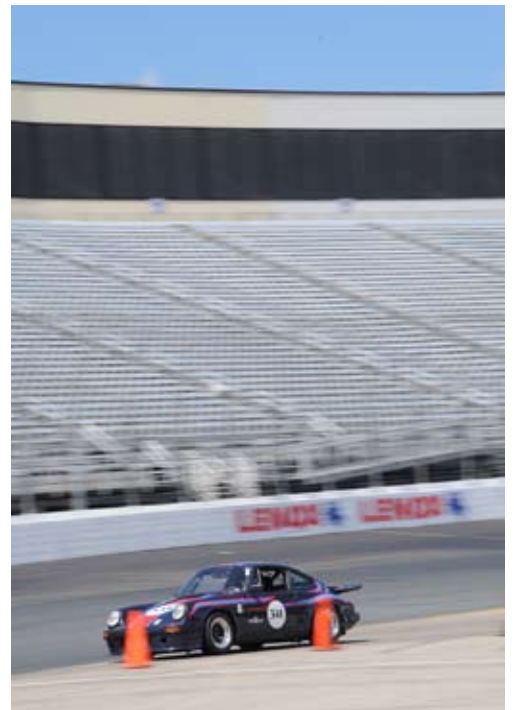
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It rained again (!) at Autocross. But gray clouds and rainy days do not dampen the enthusiasm of Jack Saunders.

Photograph by Jay Gratton

September 2012



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## BOARD

### BOARD OF DIRECTORS

President	Jay Gratton	(H) (603) 440 9804	president@ncr-pca.org
Vice President	Matt Romanowski	(H) (603) 674 3250	vice-president@ncr-pca.org
Secretary	John (JJ) Dunkle	(H) 603 842 0652	secretary@ncr-pca.org
Historian	Judy Hendrickson	(H) 603 881 7576	historian@ncr-pca.org
Treasurer	Lisa Roche	(H) (978) 534 0118	treasurer@ncr-pca.org
Past President	Ivy Cowles	(H) (603) 767 6461	pastpresident@ncr-pca.org
Membership Chair	Janet Quintero	(H) (603) 380 5885	membership@ncr-pca.org
Newsletter Editors	Tracey Levasseur	(H) (207) 247 3385	ncrnorthlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	ncrnorthlander@ncr-pca.org
Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org

### COMMITTEES

Advertising Manager	Biff Gratton	(C) (603) 502 6023	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	Dave Logan	(C) (781) 367 3592	ccc@ncr-pca.org
Charity	Ivy Cowles	(C) (603) 767 6461	charity@ncr-pca.org
Chief Instructor	John Dunkle	(O) (603) 431 4409	chief-instructor@ncr-pca.org
Concours	Michael Lucci	(H) (603) 718 5581	concours@ncr-pca.org
Drivers' Ed	Mark Watson	(H) (603) 488 5405	de@ncr-pca.org
Rally	Jim Gratton Deb Gratton	(H) (603) 498 8574	rally@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org
Senior "Advisors"	Edgar & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Richard Willey	(C) 603 978 3187	social@ncr-pca.org
Technical	Bob Futterer	(H) (207) 698 1104	tech@ncr-pca.org

**September & October 2012 ... AT A GLANCE**

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Time</b>	<b>Contact/Email</b>
September 8	NCR Autocross #6	Moore Airfield, Devens, MA	Saturday 7AM	Joe Kraetch autocross@ncr-pca.org
September 11	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
September 11-12	NER DE NHMS	NHMS, Loudon, NH	Tuesday-Wednesday	stanley_corbett@msn.com www.clubregistration.net
September 15	Factory Five Racing Facility Tour	Wareham, MA	10:30AM	Rich Willey social@ncr-pca.org
September 15	Deadline for Oct Northlander			ncrnorthlander@ncr-pca.org
September 19-20	NCR DE Lime Rock "Fun Days"	Lime Rock Park, CT	Wednesday-Thursday	Mark Watson de@ncr-pca.org
September 29	NCR Fall Rally	North Conway, NH area	Saturday 9:30AM	rally@ncr-pca.org
October 7	Octoberfest Car Show	Porsche of Nashua Nashua, NH	Sunday noon-3PM	www.porschenashua.com
October 9	Board Meeting	TBA	Tuesday 6PM	Jay Gratton president@ncr-pca.org
October 15	Deadline for Nov Northlander			ncrnorthlander@ncr-pca.org
October 15-16	NCR DE "It's a Long Time Until Spring"	NHMS, Loudon, NH	Monday-Tuesday	Mark Watson de@ncr-pca.org
October 19-21	NCR Fall Get-A-Way	Wentworth Country Inn, Jackson, NH	Friday-Sunday	Rich Willey social@ncr-pca.org

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](http://www.ncr-pca.org)



## Jay Gratton **The Rolling Chicane**

Every year we have folks who are stepping down from board or event chair positions to give new folks the opportunity to bring their fresh and exciting ideas to the club ...

As much as I enjoy summer, my favorite season is fall. The crisp air, changing leaf colors, baseball playoffs, football kicks off and I am able to finally breathe following the jam packed summer of events NCR held for our 500+ members. As I sit here in late August writing this we have just completed a very successful AX #4, In The Heat Of Summer DE event at NHMS and the Summer Ramble which took us throughout the Kennebunkport area. These are just a few of the larger events we have behind us.

Looking ahead to the fall NCR still has many events planned from two consecutive days at Lime Rock Park and two more at NHMS for our DE program. Joe Kraetsch promises a dry AX eventually, Hank and Ivy Cowles are chairing our Fall Rally and Rich Willey has an excellent Fall Get-A-Way Weekend planned for NCR up in Jackson, NH, which promises to be an incredible event. Certainly all of these events will help ease the pain of the upcoming winter months of hibernation we will all experience.

Looking at these events makes me realize how lucky NCR is to have such dedicated volunteers. It is because of their efforts that NCR has over 60+ high quality events every year for our membership. Like any organization we are constantly looking for new folks to step up and volunteer their talents to help NCR maintain the reputation of the greatest region in all of PCA.

Every year we have folks who are stepping down from board or event chair positions to give new folks the opportunity to bring their fresh and exciting ideas to the club. This year we have more openings than normal, but thankfully all of the folks stepping down are all still planning on staying active. While all board and committee chairs are able to be put in for, I wanted to talk about the ones I know we will have open for 2013.

Matt Romanowski will be stepping down as vice president after two years of service and we will need a replacement. Matt has been a tremendous support to me in my two year term as president and I know he is looking forward to running for president for 2013. Lisa Roche will be stepping down as treasurer after many, many years of service. Lisa's book keeping skills have been incredible and NCR's financials were always in good hands with her. *Northlander* will also be leaving some huge shoes to fill after David Churcher and Tracey Levasseur bring their impressive

run as editors to an end following the December 2012 edition. Requirements for editor are posted elsewhere in this issue. After eight years of running the best AX program in PCA, Joe Kraetsch is looking for a replacement or two to fill his role as AX Chair in 2013. Rich Willey will be letting someone else plan our social events next year as the social chair. Jim and Deb Gratton are ending their latest tenure as the rally chairs and finally Nick Capano is looking for a new person to take over the great work he has started with our goodie store.

All of these people are leaving big shoes to fill, but I have no doubt there are folks out there in NCR with the talents, skills and creativity to help take NCR to an even higher level of excellence. For anyone interested I encourage you to reach out to NCR's Nominating Chair, Hank Cowles or myself with any questions or comments. Even if you don't want to take on a full chair or board position, there are plenty of smaller roles that will allow you to become more involved in North Country.

Make the fall the time you come out to your first NCR event and if you haven't been out to an event in a while, I hope you find your way back to your NCR friends this fall as well. Until then....drive safely.





## Tracey Levasseur

So if there is no electricity how are meals prepared? you may ask. And so did I ...

So what did you do during your summer vacation? Remember hearing that question for the first few days of the school year? Some teachers even went so far as to make you write an essay on that subject. Since I usually did very little during my summer reprieve from homework and early rising, my answer to that question (and my essay) was often brief.

As we get older and finish school the aforementioned question is asked less and usually only by those you haven't seen since the previous season. But, at least for some, the answer becomes more interesting. Some folks make it tradition to go away during the summer, and hooray for them. Make the most of seeing the world around you as life is too short to do absolutely nothing.

And absolutely nothing is what I generally do! But this summer we decided all work and no play make us crabby so a week off and a destination were in order. But where to go? We live in Maine and for the past several years have come to the realization that there are places in this state that we've never visited. That is a shame since, regardless of the jokes made about it being remote and the famous saying "you can't get there from here," Maine has some of the most interesting and incredible resources. And since lately it's been fashionable to take "staycations" in one's own backyard we decided to find something in the Pine Tree State.

An ad in *Down East* magazine for the Maine Windjammer Cruises caught the eye of my other half. He had me check out their website and in a few days I was perusing through their full color brochure. My first impression was this is NOT a Carnival Cruise. But upon further inspection I concluded that it was better than sleeping in a tent in mosquito infested woods. So I booked a four-day cruise in mid-July.

Let me just step back a minute to explain my comment about it not being a Carnival Cruise. First, the Maine Windjammer Cruises operates three schooner ships. Two were built about 100 years ago and although they've been restored, they have no motor. And no electricity. They're windjammers and move around with their sails. For safety's sake and to maneuver into tight Camden Harbor, they tow a little yawl boat. The yawl has a motor to push the schooner along. The schooners carry marine

batteries to furnish lights only in the cabins, the bathrooms and the galleys. There are no outlets for lamps, hairdryers, computers or battery chargers. There is also no gambling and passengers must bring their own adult beverages.

So if there is no electricity how are meals prepared? you may ask. And so did I. Well, by a woodstove of course! One would not readily think it safe or practical to have a woodstove set in the middle of a wooden boat draped with billowy canvas sails. But since the boats are 100+ years old and haven't caught fire yet it must work. And work it did, but I'll explain that further on.

The brochure described the cabins, baths and the fact that passengers are encouraged to help the crew. And as I discovered during the voyage, everything was just as described. So if anyone was surprised by the accommodations it was because they didn't read the brochure.

Our four-day excursion would begin on a Wednesday night, arriving in Camden by 5:30pm to get oriented with the 120-foot boat that would be our home for a while and load our luggage on. That night we were to eat onshore as our first meal on the boat would be breakfast the next morning. However, Tuesday afternoon Windjammer Cruises calls. Can you be at the dock an hour early? We've "upgraded" you to the *Grace Bailey* and we'll serve dinner onboard that evening. Such a deal! We planned to be in Camden early anyway to sightsee; now we didn't have to worry about dinner.

Wednesday morning we headed out. Fortunately, since Camden is in coastal "Down East" Maine, there is very little highway we have to endure. Most of the trip was traveled via Rt. 1. Bath, Boothbay, Wiscasset, Waldoboro, all quaint midcoast towns along Rt. 1 that we'd heard of before but had never seen. My, but it does take time, Maine is a big state and with reduced speed limits through all those towns, it was a three hour drive.

We arrived at Windjammer Cruises headquarters at the head of the harbor and checked in before we explored the town.

... continued on page 44

## MEMBERSHIP



**Janet Quintero**

### New Members:

John Amarante  
Audrey Amarante  
New Bedford, MA  
– 1999 Boxster

Michael Couch  
Kittery, ME  
– 2002 911  
Transferred from Northeast  
Region  
– Joined PCA 7/20/12

Peter Eden  
Walpole, NH – 1996 911

Walt Freese  
Stephanie Freese  
Manchester, NH

Christopher Hegarty  
Joyce Hegarty  
Hooksett, NH – 2001 Boxster

Karen MacIntyre  
Hancock, NH – 1983 911

Leo Melanson  
Karen Melanson  
Newburyport, MA – 2009 Cayenne

Charles Rudinsky  
Exeter, NH – 2005 Carrera S

Richard Williamson  
Audrey Williamson  
Kennebunkport, ME – 1982 911SC  
Transferred from Down East Region  
– Joined PCA 3/28/12

### Member Anniversaries:

#### 1 Year:

Nick Capano  
Richard Robinson  
Stratham, NH  
– 1987 911

Wayne Elliot  
Andrew Elliot  
Bedford, NH  
– 2006 Cayman S

Mike Holt  
Warner, NH  
– 1987 944T

Ulrike Mueller  
Boston, MA  
– 2006 Boxster

JP Rabbath  
Concord, NH  
– 2009 911 Turbo

Neil Schelly  
Merrimack, NH  
– 1988 Carrera

John Schiffman  
Lebanon, NH  
– 1999 911 Cabriolet

Jay Woz  
Woodstock, CT  
– 2003 Carrera

Emily Young  
Penn Young  
Sherborn, MA  
– 1978 911

#### 2 Years:

Gino Baroni  
Salem, NH  
– 2010 Panamera

Curtis Britton  
Katie Britton  
Wakefield, MA  
– 2001 Boxster

Ben Bulkley  
Durham, NH  
– 1986 911

Tom Greer  
Kellie Greer  
Plaistow, NH  
– 1996 993

Marie Shea  
Sebago, ME  
– 2010 Carrera C2

Phil Steward  
Debra Steward  
Pepperell, MA  
– 2000 Boxster

#### 5 Years:

David Connaughton  
Windham, NH  
– 1963 356B-T6

Joseph Costa  
Eva Bleich  
Campton, NH  
– 2007 911

Claire Dors  
Thomas Dors  
Bow, NH  
– 2007 Cayman

Jim Fenn  
Grantham, NH  
– 1986 944

#### 10 Years:

Steven Berry  
Elizabeth Berry  
Bedford, NH  
– 2002 911 C4 Cabriolet

Richard Gaudette  
Jennifer Gaudette  
Franconia, NH  
– 1980 911

Bill Kallgren  
Diane Dillman  
Hudson, NH  
– 1969 911

Jack Saunders  
Olivia Saunders  
Holderness, NH  
– 1990 944 S2

Thomas Williams  
Jaffrey, NH  
– 1979 924

#### 25 Years

Steve Gratton  
Ann Gratton  
Warner, NH  
– 1977 911

Phyllis Stibler  
Andrew Parrish  
Manchester, NH  
– 2006 Cayman S

#### 40 Years

Peter Dallas  
Christine Dallas  
Bedford, NH  
– 2000 Boxster S

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



## Matt Romanowski **WIDE OPEN**

What allows us to put on all of these events? Volunteers. The NCR volunteer corps run deep ...

What a year NCR is having! We've already had two DE events, a couple of charity events, a couple of rallies, a bunch social events – including two ice cream runs. Add to that four autocrosses and a host of board meetings, and NCR has been very busy. What allows us to put on all of these events? Volunteers. The NCR volunteer corps run deep, with teams of people helping with the autocross and DE events, and spectacular efforts put in by all of the other chairs to bring us their excellent events.

NCR is always in need of volunteers and as I'm sure you've read in other spots in this issue, we need some more right now. We just found out that NCR editors David and Tracey are stepping down after the December issue. This means that we have to work to find someone as quick as possible if we want to have some on the job training. It also means that we have to find someone by December if we want to continue *Northlander* uninterrupted.

As a former *Northlander* editor, I can tell you it's a lot of work, but it is also very rewarding. You get to work with all of the board members, chairs and contributors. When I was editor, it did a number of things for me. It immensely improved my writing skills. It also made me more creative, forcing me to develop ideas and stories for my article every month. It also made me more involved in NCR, allowing me to make more friends, many who have become my best friends.

If any part of being *Northlander* editor sounds interesting to you, please let Jay Gratton, Rich Willey, Biff Gratton or Dick Demaine know. Whether you are interested in article editing, layout, collecting information or have any other ideas on how you can help, let them know. They are heading up the search committee and are diligently working to make sure that there is no lapse in *Northlander* production.

Also, we are looking for volunteers in many other areas. Joe Kraetsch would like to step down as autocross chair, but we need someone to take over. Again, if you are interested in any portion, please let us know. I'm sure a group of people could take over Joe's job if they divide up the responsibilities of registration, timing, operations and wrap up.

NCR is also looking for folks to take over the rally, social, and Goodie Store positions. These positions are very fun and can take as much or as little time as you are willing to put towards them. These are very fun positions and can be changed around to fit your style. While Jim and Deb Gratton along with Rich Willey have set the bar high for the rally and social programs, there are many options of what to do. Nick Capano has started laying the ground work for a new Goodie Store with lots of options on how to move forward. For someone who likes NCR items and swag in general, this could be a great position.

Finally, in the off chance you want to help out but don't know where or who, please let us know. We're happy to find a spot for you to participate and be involved. It can be as small as helping register people at an event all the way to a chair or board position.

Now, I have to get ready for some of our upcoming events. With a two day DE at Lime Rock, Factory Five Tour, fall rally, and autocrosses coming up, my schedule is looking pretty full!



## Mark Watson **MY SPIN ON THINGS**

At great personal peril, I asked John and Brian to write an account of the event for this month's column...

This is going to be one of those years that I am going to remember for a really long time and not necessarily because I was able to get a lot of track time – in fact it will be for just the opposite. I have been attempting to manage a very hectic and unpredictable work and travel schedule with my DE program and I have not been doing very well. In fact, many of you may have noticed that I was not at the August event at NHMS. A pesky 'bug' refused to die in one of our validation studies and I needed to visit the manufacturing site to help sort out what happened and make a plan to get things back under control. As we investigated the problem, it was one of those 'on again/off again' trips over the 6<sup>th</sup> and 7<sup>th</sup> of August – our NHMS dates. I contacted John Lussier and Brian Arenstam to see if they would cover for me – of course they said 'yes' and I informed the rest of the DE Team of my problem. Everyone told me not to worry and they would take care of things. I wasn't worried as much as disappointed at not being able to carry out my duties as DE Chair. Then it seemed that I was free from travel so I waited to the last minute to let everyone know that I was able to attend and then less than 6 hours later everything changed again and I needed to re-enlist John, Brian and the rest of the team's help. All the feedback is that they did great and so did you. Nicely done to everyone! At great personal peril, I asked John and Brian to write an account of the event for this month's column – what follows is their account of the event:

Well, to say the least, our most recent event at NHMS was full of surprises. It all started with Mark contacting Brian and myself and asking if we would step up in his absence and insure track operations and the drivers meetings were covered.

It seems that Mark is working for a most unreasonable employer who in 2012 has continually insisted that he shirk his duties as Track Chair and tend to other business.

Of course we said 'yes'. Hey, someone in need of help, we can cover his back, that in spite of the fact that there was no mention of Mark sharing with us the honorarium that goes hand in hand with the assignment. What he did share were his notes on the subjects to be covered,

which I burned the midnight oil covering, as this would be my first public speaking assignment in over 13 years.

After much anticipation and preparation for the drivers meeting, you cannot believe my utter disappointment (not) to be informed by Mark on the Friday evening prior to the event, that his employer had come to his senses and realizing the importance of Mark's outside activities, graciously agreed that it best that Mark show up at NHMS and do his thing.

Whew, dodged a bullet.....back on cruise control, all I had to do for the event was wrap up my registrar duties, contact my students and get the car ready.

Bosses can be so fickle at times.....in less than 24 hrs, like a weed in the wind; the "boss" redirects Mark and 'plan A' is back on the front burner.

Well, on to the event. The weather was definitely in our favor which was appreciated by all. The drivers meetings went well. I was a bit nervous and I know I missed a couple of items, but between John Dunkle, Brian and myself all the bases got covered.

John D and Judy introduced changes to the student advancement process; as well they kicked into gear the "Instructor at Large" program, which features selected instructors, unannounced, jumping into the passenger seat of solo drivers for a little buff-up and TLC.

On track, everyone behaved themselves, the roll-back never got on the track either day which was most appreciated and the garage social, what more can be said, out of the park! For that we can thank Toni and Lew Surdam who were not attending the event, but drove up from their home in MA to set things up for us....great job guys!

Last but not least, David Churcher, our in-house photographer and chronicler of things NCR and John



Pulsifer, a commercial photographer captured on silicon, some of the wonderful people and the cars attending the event. David's work can be viewed at [www.ncr-pca.org](http://www.ncr-pca.org) and John's work can be viewed and purchased at [www.motorcentric.com](http://www.motorcentric.com)

Thank you all for your support in helping Brian and I run the event in Mark's absence.

---

I won't be able to attend the upcoming Watkins Glen event due to travel. If you get to go, do a couple of laps for me!

In closing, I can't echo John and Brian's thanks enough – to them, to the entire NCR DE Team and to all of you for your support of our ongoing efforts to make the NCR DE program the best in the country. Oh I forgot about the honorarium - sleepless nights, presentations on what's wrong and a few frequent flier miles – I'll be glad to share!

Please stay safe until I see you at Lime Rock in September – promise. Feel free to e-mail me at [de@ncr-pca.org](mailto:de@ncr-pca.org) with questions, comments, suggestions or just to say 'hi'.

Mark

**The Remaining 2012 DE schedules for North Country, Northeast and Zone 1 Regions:**

Month	Date(s)	Track	Host Region
August	24 -26	WGI	<a href="#">NER</a>
September	11 & 12	NHMS	<a href="#">NER</a>
	19 & 20	LRP	<a href="#">NCR</a>
October	15 & 16	NHMS	<a href="#">NCR</a>



# Judy Hendrickson **LOOKING BACK**

Well, there were finally three issues to peruse for this month's **Looking Back**. I chose two articles from the September/October 1992 issue. I hope you will find them as entertaining as I did and maybe just a bit inspirational where it comes to "cleaning" your car. So formulate a plan and take a lesson from these folks — you can bring your driver to concours condition and once there it is relatively easy to keep it looking good. Your car will thank you, especially if the time comes to sell it and it is in pristine condition. Just ask Ron Hirschberg his impression when he first saw my old 1979 911 SC back in 1995 and what it's new owner thought when he bought it from Ron this year — with no deterioration in selling price after 17 years of "loving/cleaning" ownership.

We haven't seen Barry or Caryl around much lately, but they are still members of the region and the kids are all grown up. Jim McDonald is out in Colorado Springs these days, but still active in his local PCA region – Alpine Mountain. Jim served NCR as its treasurer during the early 90's. The cover for the September/October 1992 issue featured a bunch of the NCR kids with their trophies from the Sand Castle contest held in conjunction with the concours that year.

**From Volume XV, Number 5, September/October 1992**



## **A NOVICE'S EXPERIENCE AT CONCOURS**

by **CARYL BRENSING**

Ask me how it feels to enter a concours for the first time and I would have to say that it is a little like making that requisite visit to the internist where the doctor goes on a probing mission into some intimate places looking for dirt ... I mean, abnormalities. But, that's a nurse's singular point of view. Don't let that analogy distract or deter you.

We began cleaning our car, innocently enough by reading everything we could about how to take care of everything on, in and under it. The replacement of a few uglies and the refurbishing of the well-preserved state of the interior was just a labor of love. The polishing and polishing and waxing, waxing and waxing of the black exterior, however, was pure compulsive behavior on Barry's part. But I had to concede to his judgment when we saw the results. Up until this point, we were still only cleaning our car. Concours was still only a foreign word. Prepping was putting on a Harris tweed sports coat and deck shoes.

By August, it occurred to us that the increasingly fine state of our 1986 911 Cab was approaching showroom condition and, well, hadn't we read somewhere that there was a contest to that effect?

Members of NCR only since this past winter, we decided to talk to a few pros, Phyllis and Blair were a few. We decided to enter the Annual Concours/Clambake in Kennebunkport, ME, on August 30.

Stated many concours sources, "If you are really serious, you must take the seats out of your car, take each and every wheel off and prep 'til you puke." Kooky. When we actually took the seats out, and I saw myself stretched out on the empty floor of the car, cleaning it with the proverbial toothbrush, I knew we were far gone. Our daughter turned up one morning with a handful of Q-tips and said "Where do I start?" And my son gave us a physics lecture when I mistakenly insisted that it was physically impossible (not) for dirt to travel against gravity upwards, into the underside of the seat. Friends started explaining my absence at my usual tennis matches as, "She's home polishing her spark plugs." Gone, gone, gone.

Next the wheels came off. It was also about that time we noticed that our driveway turned the greasy color that the inside of the wheel wells used to be. Our neighbors would casually stroll by and we sensed, although never really observed, their eyes rolling skyward to the place they surely knew our collective brains had listlessly floated. One bold neighbor, who incidentally hires staff to concours his house and lawn, quipped, "Gee, you take better care of your car than you do your yard!" (But, we did tell of our two First Place trophies later and neighborly compassion, if not concern, once again returned to their expression.)

The rewards of the "detailing" efforts are many. The most tangible being that our car is nearly sheer, clean perfection. And the trophies are fun and great conversation pieces! But the whole process of caring for the car, making it a family project, and sharing a fabulous day in Kennebunkport with likeminded owners and families was the epitome of a great adventure. I know we want to do this again and look forward to meeting even more of you in the "field." Just look for us. We'll be among the ones "detailing 'til we drop."

c a r y l

Editor's Note: Caryl and Barry Brensinger along with their children Cam and Evelyn not only took First Place in the Novice Class but also First Place Overall - Late 911's with 292.4 points at this year's August Concours.



AND

## I HATE KEROSENE!

by JIM MCDONALD

I smell like kerosene. When I sleep, I dream of Q-tips. I've bought so many solvents and cleansers; I qualify as an EPA toxic waste site. My tee shirts and towels are long gone, donated to the garage. Add it all up, and I'm a certified masochist!

It all started innocently enough: Doug and Judy Hendrickson asked me if I was going to enter the club's concours. Of course I immediately said no. But then I made my first mistake — I said to myself "Why not?" So I started cleaning. For the next several weeks I did nothing but rush home from work, change into grubbies, and went to work. First was the engine. Although I was tentative at first, by the third day I was ripping wiring and parts off -- "Got to get to that glob of oil in the back." I learned that my arm really did bend in five directions (after the second bone broke the pain wasn't too noticeable) and that my hand really would fit through a one-inch hole (I didn't really need those two fingers anyway). Well, time to move on, the rest of the car is waiting. Now it's the day before and I haven't even gotten to the interior. Midnight comes and goes, and I'm just opening the trunk. What's all this dry gunk falling off the shock towers?!

Five AM the day of the event. I jump out of bed, get dressed and head out to Kennebunkport. I'm following Judy, and she stops for gas and pops the gas cap. Gas Cap?! Oh, my God!! Add it to the list! Kennebunkport comes, the car gets a quick wash, and I drive it over to be placed. Time for the last minute cleaning. Where did all this grass on the floor

... continued on page 24

# Cars and Coffee ... July 28

## Panera Bread, Porsches, and Panteras



Cars, coffee, and conversation ... make for a nice social event on a cloudy Saturday morning. The second Panera Bread event brought out Porsches, Panteras, a Corvette, and a Spitfire. And also a few spectators.

Photographs by David Churcher.





# Summer Ramble - August 4

Story by Marilyn Caito

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It couldn't have been a more beautiful day in August to go on a Porsche Ramble. Since it was only my second Porsche event I had participated in, I was a little apprehensive. I was happy to learn that the NCR people were very friendly and easy to talk to. My husband Tony and I met with the rest of the group of Porsche enthusiasts at 10:30am in the parking lot at exit 25 Kennebunk service station. After registration, we chatted with a few people and received our maps and instructions.

We departed around 11am to begin our journey. All 19 cars were lined up and raring to go. We were situated about halfway down the line, per my suggestion, in case we made a wrong turn, and that we did. I should say the 5 or so cars in front of us did, but I had told Tony we were going in the wrong way and he replied "The 5 cars in front of us can't all be wrong" but they were, because no sooner did he say it, the cars in front were turning around and proceeding in the direction I had pointed out. We soon found ourselves rejoining another group heading in the right direction.

The scenery along the Maine coast was breathtaking. The water looked inviting, and I wished I was lying on one of those beaches as we drove past. I made a mental note to come back here one day when we had more time. Another point of interest

was seeing the Bush Compound. Security was evident when the radar detector started chirping as we drove past. Homes along the coast were gorgeous and views spectacular. As we traveled the coast in a zigzag manner it was pleasant seeing the Porsches exiting and entering the u-turn along the way up to Biddeford.

Our final destination was lunch at Buffleheads Restaurant on Hills Beach Rd. Our caravan rolled up to the restaurant and everyone went inside. We sat with a very nice couple and enjoyed pleasant conversation during the meal of lobster rolls and fries. When Jim Gratton came to our table with hat in hand, I thought there was some sort of raffle taking place. I picked #17 and immediately felt lucky because the license plate on our Cayman was TC 17 and its one of my lucky numbers. ....Well, we all know how lucky I was when I was asked to write this article.

It turns out I was lucky, to have experienced such an enjoyable ride and have met some nice people, as they say "It's not just the cars, it's the people."





Photographs by David Churcher:

Clockwise from top left ...

Registration was a busy place at 10:30; Judy and Tracey catch up after not seeing each other in ages; bike enthusiasts were thrilled to see the Porsche enthusiasts; getting home becomes a challenge; Tracey tries to convince John and Lynn Benavides to join NCR; the exodus of 18 Porsches at the beginning of the ramble.

... see the fold out section of Northlander for more Ramble photography.



# In The Heat Of The Summer - DE August 6 - 7







Photographs by David Churcher from the Tuesday session.

Clockwise from top left: Mark Nadler offers pointers. Tanya Coffin, Damon Josz, Bill Kalgren, and Palmer Clingman enjoy the track. And Greg Wood made a nice photograph subject at the scales.



Photographs above from the Monday night social hour by Rich Willey.

Photographs above of Judy Hendrickson and Blair Talbot by David Churcher.

Mark Nadler, Jim Gratton, Penn Young, unknown enthusiast, and Ron Hirschberg.

Tom Pelton and Kristen Larson.

Tom Buckingham and Doug McIninch



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



# Get On Board

Story and photographs by Gordon Jackson

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The engine hums a steady melody. Top down, the wind adds percussion. I scan the Boxster's gauges and mirrors, totally in tune to the machine – and the machines around me - on a long stretch of highway heading north from Baltimore. I'm solo, it's early morning, Saturday, sun shining down, I'm thinking, 'Life doesn't get any better.' Oh, yeah?

A flash of color passes in the fast lane. That unmistakable wail of a Porsche. And, just as I nod in that knowing way, a second, then a third pass. My pulse and RPMs go way up! Some strange, beautiful syncopated rhythm plays as cars #7 and #8 go by – like a gleaming bullet train speeding down the track. It pulls me in, a willing caboose in tow and ready for any destination. Turns out, we were all headed for the same station.

Enter conductor Michael Murphy, Executive Vice President and Rally/Tour Co-Chair of the Chesapeake Region PCA. Intent on skipping a mundane garden tour with my wife and mother-in-law while visiting her in Maryland – I blamed it on allergies – I had contacted Michael praying that the club had something,

anything, planned for that particular weekend. What luck! He sent a "come join us" invitation to check out the Simeone Automotive Museum in Philadelphia.

My ticket read, "Not simply a display of racing cars, Dr. Simeone chose each car as an integral element in the story he wanted to tell: how the principals of evolution affect inanimate objects the same way it does living organisms. Beginning at the dawn of the automotive age, the narrative shows how production cars, racing to show their superiority over other manufacturers, evolved in a few short decades to purpose built exotic platforms." Exotic begonias or exotic auto platforms? Need I say more? Well, good food always counts and lunch was almost as impressive as the museum held, as it were, at the Moshulu, a 19<sup>th</sup> century, four-mast sailing ship, re-purposed at Penn's Landing.

Now, before I even try to describe the Simeone Museum and its program, let me begin by saying how well I was received by the members of the Chesapeake Region PCA. A hardy welcome from Michael Murphy followed by an introduction to

Chesapeake Club president, David Dukehart, had me feeling like a celebrity. During the tour there was a particularly gregarious gentleman who knew everyone and everything. I stuck close to him and glad I did as it turned out to be none other than Manny Alban, National President of PCA. Hearing Manny's innumerable stories, good jokes, and unbridled enthusiasm for all things automotive truly made my day.

But, back to Dr. Simeone. An aficionado if ever there was one, he presents his collection of automotive history with a "fly in the amber" approach. No touch up, restoration, or alterations of any type other than a mechanical tune-up. The cars are presented as if they're last owners had just parked them and walked away. Literally. On entering, our first "specimen" is a 1907 "Underslung" with 40" wheels necessary to navigate the unfinished rural roads of its day followed by a truly remarkable procession of legendary machines from five decades leading to the famous Ferrari killer Ford GT-40. (My pulse races just writing about it!) Cars domestic and foreign, for speed and endurance, for innovation and beauty, cars for just about every reason to pique our interest and imagination in automotive excellence are there to behold.

Mon Deiu! I thought the American racing color was blue but, no! Before me are three beautiful blue examples of rolling history: a pre-WWII Peugeot Darl'mat 402, a Bugatti T57 "Tank" and, a Delahaye 135 all driven into the light of day. What's more, Dr. Simeone himself pumps up the tires and primes the fuel systems so that the group can experience the thrill of seeing and hearing them run on the adjoining demonstration area. Rough starts, back fires and all! (One of the staff confides in me that Bugatti was actually buried to hide it from the invading Nazis.)

Of course, we all wanted to see and hear the Porsche 917 run. Heck, we wanted to get in and drive it! Well, within limits of course, as its reputation far exceeds my, and everyone else's pucker factor. But fear not my fellow Porsche-phyles, they do take it out and fire it up on specific days. Check their calendar. And oh . . . bring earplugs. It's loud. Very loud!

So, next time you're in the Philadelphia area, make plans to visit the Simeone Automotive Museum as no words can adequately describe the rich experience auto enthusiasts will enjoy there. And if you're in the Chesapeake Bay area, you, too, should "get on board" with the fine folks at the Bay Area club. Just tell them Gordon sent you. I'm a celebrity, remember? Ask Manny. He knows just about everything.

Page 22: Porsche 917

Page 23 from the top:

A 1956 Jaguar D-Type

A 1967 Ford GT40 Mk IV

Allard J2

Steve and Gordon





## Looking Back

... continued from page 13

come from? Quick -- the masking tape. Go over the rubber -- never had time for that. Clean that gas filler. Now that it's daylight, I can see all the spots on and in the car that I missed last night. Here come the judges! They look, they laugh, they leave. I take all the blackmail pictures of them I can. Then I look around. Oh, you mean there's ocean here? Where's the beer? When's the lobster? Finally, years later, they announce results. I get my score sheets. I don't win anything but a couple of comments say "nice first try." Liars -- they're just sucking me in deeper.

Well, it's time to wind down and say it was a nice try and good experience. But here comes Judy, all innocence in her eyes. She shows me the notice of the NER concours, only two weeks away. Well, the car's already clean, I might as well try. I've never been to an NER event.

This time I'm smarter -- I entered the Top Only class, so I didn't have to worry about the engine compartment. Doug and Judy say "bring your car over. We'll put it on the lift and take a good look at it." Little did I know that I would be spending every free minute, night and day there from then on. If I thought I had put work in my car for the NCR show, I was just beginning. Off came the tires, and Judy pokes around the wheel well. The Sahara Desert comes pouring out. Same with the other wheel wells. Oil lines get polished. The bottom of the car gets repainted. New wheel hubs and door strips are mandatory. The headlights come off and get cleaned inside "Oh my god, where does that hole the screw fell in go to?" Never did see that screw again. And then the instructions: "Use kerosene here. Use Pine Sol there. This needs DuPont 3812S. Wax under the dashboard (ever sit in a Porsche seat upside down?) and the car floor. Take the floorboards out and clean behind them. Dye that roof where it faded." Luckily I was in the Hendrickson's Porsche Palace -- more beauty treatments available than a French Salon!

Bit by bit, toothpick by Q-tip, everything was cleaned and re-cleaned. Paint was touched up, carpets vacuumed and shampooed, metal waxed and shined, cracks cleaned. Now it's the day before, and by 10PM we're through. Next morning, at a luxuriously late 7:45, I head to Sudbury, MA, with Doug & Judy following in their 914-6 to provide support. We get there, and are promptly ushered into the field next to the pumpkin patch. Hay bales are scattered around, and I wonder if an impromptu autocross will be required of the concours entrants. But I start to work on last minute things. @%#&\*! Black interior! It attracts lint faster than I can get rid of it. Wouldn't you know it -- placement is such that the worst looking wheel prominently catches

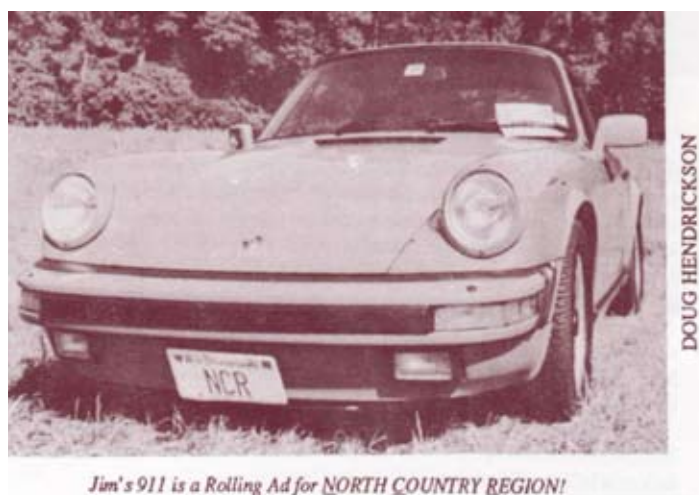
the sunlight. What's this scratch in the paint on the driver's door? It's the size of the Grand Canyon! The windows are showing streaks -- and they've been cleaned three times already. Finally there's nothing to do but wait. Doug and Judy are roped into judging. Judging is supposed to start at 11AM, but it is nearly noon before it gets underway -- so I clean some more. Good grief, I've dusted the car so much that I'm generating static electricity!

Finally all is done and everyone circles around to hear the results. I'm competing in the Late 911 Top Only class, which has seven entrants. I've been staring at the flaws of my car for over a month now, and tell myself that because of Doug and Judy's help I might have an outside chance at third but no higher. Third is announced: not me. Oh, well, I still learned a lot. They keep announcing: second, then "First, by one point, Jim McDonald!" I'm flabbergasted! With the wear on my car, and with all the flaws I've been looking at for days on end, I never imagined I would get first! So I turn to Judy and say, "Well, I guess this means I have to buy you and Doug dinner now at some place other than McDonalds."

Cleaning for a Concours d'Elegance is a lot of hard work. I wound up putting in days, not hours, of effort to get ready. But the first time is the hardest, because the car has to be brought up to standard. Now the effort will be to keep it in top shape. And the sense of accomplishment of winning makes it all worthwhile (especially when winning is so unexpected). Many thanks to Doug and Judy, who made it all possible! And congratulations also to the other North Country winners, Vic & Barbara Oliver (9245) and Ron Rappell (944) (1st and 2nd in the Water Cooled - Top Only Class) and Dave Rosette (930) (1st in the Early Air-Cooled - Serious Class).

One last thought: I have nowhere to go but down, so it's a great time to retire! At least until Zone 1, next May...

jim













All the way from Rhode Island to Maine for a day at the NCR Summer Ramble.





Editor Tracey's vacation home, the Grace Bailey, on the coast of Maine for a few days in July ... see pages 7 and 45 for the story and more photographs.



# NCR Fall Get-A-Way 2012

**Where:** The Wentworth Country Inn, 1 Carter Notch Road Jackson, NH. [www.thewentworth.com](http://www.thewentworth.com) In the heart of the Mt Washington Valley yet secluded in the village of Jackson, away from the traffic and hustle of other valley communities. The Inn dates to 1869 when it was built by Joshua Trickey as a wedding gift for his daughter, Georgia. Through the turn of the century it was a smaller "Grand" hotel with a European flare, including a casino, billiard rooms and grand ball room.

**Amenities:** I have obtained pricing for Main Inn -Standard Rooms (see their web site) for our event. Upgrades are available to superior rooms for a premium, by inquiring when you register. They also have deluxe cottages which you may investigate individually. The inn has on-site dining as well as a piano lounge. (Unlikely that the outdoor pool will still be open). But perhaps the Wentworth Golf Club next door will be.

**When:** Friday October 19th through Sunday October 21st 2012.  
**NOTE this is a TWO night event.**

**Price:** \$125 per night double occupancy (\$113 per night single occupancy) plus applicable taxes and resort fee. Approximate total price per night is \$142.25 (\$126.17 single) and **it includes breakfast Saturday and Sunday morning.**

**How to reserve a room:** Each NCRer attending the weekend is responsible for booking their room using their own credit card. Contact The Wentworth directly at 1-800-637-0013 and identify yourself as attending the Car Club event hosted by Richard Willey. At the time you book your room, also send an email to the NCR Social Chairperson by clicking Information/Committee chairs/Richard Willey on the NCR website and filling in the Contact section, identifying who will be attending so the Social chairperson can reconcile attendance with the Inn manager. This is critical to ensure everyone is booked properly and to get a head count for meals. **THERE ARE NO GUARANTEED ROOMS**, as NCR did not prepay the rooms. We have only given the Inn a room estimate. Hopefully we exceed that. **PLEASE BOOK EARLY. THERE IS A CUT-OFF DATE** of September 15th. Any reservation made after that date will be on an "as available" basis. Remember this is foliage season so I encourage everyone to book early.

**Meals:** We will have a group dinner Saturday night Oct 21st at the Wentworth. Details are still being worked out. It will either be a flat fee buffet dinner or a plated meal with specific choices/prices. Either way, each person's cost will be charged to your bill.



Beverages will be extra and you will pay for those individually. Your social chairperson is exploring meal options at the Wentworth for Friday night and will also identify other food venues near Jackson. Hopefully many of us will eat together Friday night at well.

**Things to do:** Where do I start? First and foremost, your Social Chairperson is planning a killer tour. (No, we will not be driving the Kanc). Second, the North Conway outlet malls, artisan galleries and area antique shops are but a few miles away. Shop till you drop. Third, weather permitting the Mt. Washington access road is just up the road. You can drive it or take a tour van. (I believe it is dirt in some sections but I will let you know). And the Cog Railway is another option to ascend Mt. Washington. It's on the far side of the mountain up Rte. 302 through Crawford Notch. (Check out the Willey House on your way). Fourth, there are any number of hiking trails, overlooks and natural sights in the White Mtn. National Forest which is all around you. Fifth, for you railroad buffs there is the Gorham RR museum which is typically open weekends in late October, and only 20 miles away.

**How to get there:** Your GPS or Google Maps are your best bet. Travel time is approximately 2 hours/ 90 miles from Portsmouth and 2.5 hrs. /110 miles from Manchester. The Social Chairperson is mapping out a fun drive from southern NH. Registered attendees will get follow-up email with the route, starting point, etc. for those wanting to drive up together on Friday afternoon.

**Saturday 10-21-11 Tour:** Have you ever been to Norway? How about Poland? Maybe Naples or Paris? Stay tuned.







# Octoberfest Autoshow

To benefit Easter Seals' Veterans Count Club-Nashua

**ALL Makes, Models & Motorcycles encouraged to enter**



Porsche of Nashua is hosting their 5th Annual Octoberfest Autoshow to benefit Easter Seals' Veterans Count Club-Nashua, a program dedicated to Veterans, service members and their families throughout New Hampshire.



**Sunday, October 7th, 2012**

**12:00 to 3:00**

**170 Main Dunstable Rd., Nashua, NH**



For a \$25 registration/donation fee, you can enter and display your unique "award-worthy" vehicle or motorcycle and enter to win a \$100 cash door prize (exclusive to car show registrants only)!

**Music - Raffles & Prizes**

**BBQ by Brothers Butcher - Silent Auction - Fun for Everyone**

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**For event information call Porsche of Nashua : 603-595-1707 [www.porschenashua.com](http://www.porschenashua.com)**

**Register online at: [www.eastersealsnh.org/events](http://www.eastersealsnh.org/events)**

**RAIN DATE: Sunday, October 14th**



# Annual Banquet



Saturday, November 17, 2012  
The Yard Restaurant –  
Pavilion Room  
1211 South Mammouth Rd  
Manchester, NH

Social Time & Hors D' Oeuvres 6:00 - 7:30 PM  
Dinner/Door Prizes 7:30 - 9:00 PM  
Election/Awards 9:00 -10:00 PM

### Hors D' Oeuvres

Mediterranean Medley  
Seafood Stuffed Mushrooms  
Beef Brochettes

### Dessert

Vanilla Ice Cream and Cookie  
Warm breads, coffee and tea

### Buffet

Garden Salad  
Baked Stuffed Sole  
Chicken Marsala  
Sirloin Tips Bordelaise  
Red Bliss Potatoes  
Vegetable Medley

Please complete the section below, include your check for total amount made payable to: NCR-PCA and mail both to Richard Willey 16 Cogswell Ln, Atkinson NH 03811. **Firm cut-off date for checks received is Friday November 6<sup>th</sup>. No exceptions.**

## Come Celebrate A Great Year Of National Recognition



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Guest Name(s) \_\_\_\_\_

# of attendees \_\_\_\_\_ x \$40.00 = Total \$ \_\_\_\_\_



# Autocross #4

## August 12, 2012

Photographs by Jay Gratton

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## NCR Autocross #4, August 12, 2012

<b>N:Novice PorscheTotal</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	S4 Adam Blauer	1994 968	76.154	69.604	145.758	117.480
2T	P6 Richard Viard	1995 Carrera 2	77.025	71.878	148.903	125.525
3	P8 Kyle Pelton	2004 GT3	84.209	71.563	155.772	133.652
4	S2 Erik Christiansen	1985 944	83.800		DNS	DNS

<b>1S:Strict Stock 1-6Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	S6 Mike Stukalin	1995 993	71.027	67.083	138.110	112.697
2T	S6 Chris Ryan	1996 993	74.957	69.886	144.843	118.191
3T	S6 Duncan Dana	2008 Cayman	75.806	70.765	146.571	119.601
4T	S6 Lev Tabenkin	1996 993	75.216	71.606	146.822	119.806
5	S6 Ernest Grasso	2001 Boxster S	76.708	70.226	146.934	119.898
6	S5 Jeff Johnson	1987 911 Carrera	76.499	72.688	149.187	120.244
7	S3 Francis O	1971 914-6	83.222	80.089	163.311	131.628
8	S3 jack goudreau	1982 911SC	90.327	82.052	172.379	138.937
9	S6 Jack A. Saunders	1995 993	92.005	89.749	181.754	148.311

<b>2S:Strict Stock 7-9Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	S8 Ed Moschella	2012 Cayman R	69.229	64.877	134.106	111.308
2T	S7 Andrew Kessel	2006 Cayman S	71.165	65.248	136.413	111.449
3	S7 Apolinaras Sinkevicius	2007 Cayman S	75.753	67.743	143.496	117.236
4	S8 Constantine Brocoum	2007 997 C2	83.304	78.814	162.118	134.558

<b>A:Production 1-2Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	P2 Devon Yablonski	1985 944	78.913	69.380	148.293	122.341
2T	P2 Lisa Roche	1988 924S	81.749	68.651	150.400	124.080
3	P2 Bill Aubin	1984 944	81.224	70.199	151.423	124.924
4	P2 Joe Kraetsch	1988 924S	83.697	67.836	151.533	125.014

<b>B:Production 3Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	P3 Chris Darminio	1976 914	80.336	66.972	147.308	122.707

<b>C:Production 4Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	P4 Oliver Lucier	1998 Boxster	78.277	67.115	145.392	121.111
2T	P4 Neil Halbert	1990 944S2	78.673	69.187	147.860	123.167
3T	P4 Brian Halbert	1990 944S2	80.937	70.656	151.593	126.277
4	P4 David Beningson	1987 944 turbo	81.160	72.191	153.351	127.741
5	P4 Georges Rouhart	1993 968	84.043	70.839	154.882	129.016

<b>D:Production 5Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1T	P5 Robert Canter	1984 Carrera	75.661	68.329	143.990	119.943
2T	P5 Nick Durham	1991 Carrera4 Cab	76.581	71.340	147.921	123.218
3T	P5 Reid Van Gorder	1990 964	79.141	69.517	148.658	123.832
4	P5 Christine Skaubitis	1993 RS America	79.423	75.226	154.649	128.822
5	P5 George Skaubitis	1993 RS America	85.895	71.927	157.822	131.465
6	P5 Tom Kane	1988 911 cab	88.297	81.135	169.432	141.136



<b>E:Production 6-9Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>	
1T	P8	Thomas Pelton	2004 GT3	74.286	67.218	141.504	121.410
2T	P6	Jeremy Mazzariello	2007 Cayman	80.060	64.808	144.868	122.123
3	P8	Susan Kelley	2007 997 C2S	79.154	70.785	149.939	128.647
4	P8	Michael Bickford	2010 GT3	80.733	70.704	151.437	129.933

<b>R: Race (Improved &amp; Modified)Total</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>	
1T	I5	Stephen Lefebvre	2007 GT3RS	77.478	69.452	146.930	129.151
2T	I4	Greg Osche	2001 Boxster S	81.470	66.732	148.202	129.232
3	M4	Akira Mochimaru	2009 904 Replica	84.126	66.860	150.986	137.850
4	I3	Mark Skala	1970 914-6		65.215	DNS	-

<b>Z:Novice non-PorscheTotal</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>	
1T	STX	Justin Chen	2003 Lexus IS300	74.222	71.310	145.532	119.627
2	XP	Kareem Abdalla	2010 Audi s4	82.816	73.541	156.357	140.408

<b>X:Non-PorscheTotal</b>			<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>	
1T	CM	Ken Hurd	1985 Ford Reynard	60.400	59.759	120.159	108.864
2T	CM	Joshua Parker	1985 Reynard	60.255	60.070	120.325	109.014
3T	STU	Jay Shin	2008 BMW M3	67.130	65.701	132.831	111.710
4T	STX	Audra Tella	2005 Mini Cooper S	69.554	67.415	136.969	112.588
5T	STS	Rob MacAlpine	1992 Mazda Miata	68.938	68.775	137.713	113.888
6	CS	William Koscielny	1999 Mazda Miata	69.671	68.375	138.046	114.992
7	BS	Matt Thompson	2011 BMW Z4	70.378	68.315	138.693	116.918
8	DSP	Phil Kogan	1990 Mazda Miata	70.661	66.815	137.476	116.992
9	DSP	Linda Kogan	1990 Mazda Miata	70.894	69.095	139.989	119.130
10	SMF	Read Fleming	2003 Mini Cooper S	71.492	69.601	141.093	120.211
11	STR	Carl Williams	2000 BMW M Roadster	75.321	69.840	145.161	121.209
12	STR	Athena DeGangi	2000 BMW M Roadster	74.267	71.269	145.536	121.522
13	XP	Jared Majcher	2011 Corvette	71.602	70.334	141.936	127.458
14	XP	Henry Lau	2001 BMW 325i	76.963	76.289	153.252	137.620
15	SSM	Mathew Nieman	1996 Mazda Miata	65.225		DNS	DNS
16	BSP	Lana Tsurikova	1995 BMW M3	68.848		DNS	DNS
17	BSP	Hank Wallace	1995 BMW M3	71.491		DNS	DNS



The Weather Gods were not smiling on Autocross ... again. Our Prez, Jay Gratton braved the weather long enough to attend the drivers' meeting and to take three great photographs. The "regular" photographer did not even show.

# NCR's Annual Fall Rally September 29th, 2012

**Starting Location: McDonalds - Rt 16 West Ossipee**

**Time of arrival: 9:30am**

**Rally through the scenic roads of North Conway**

**Come one , come all!**

**Ending location : Vito Marcello's - order off the menu**



Photograph by David Churcher

2012 Fall Rally  
mark your calendars!!!!!!

Please RSVP to Rally at:  
[rally@ncr-pca.org](mailto:rally@ncr-pca.org)

We will need a head count for the restaurant! See you on the 29th!



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## NORTHLANDER NEEDS EDITORS AND PROOFER

Northlander's editors, David and Tracey, will be stepping down after completing the 2012 December issue. They will of course remain as contributors and assist their replacements.

The job needs at least two persons familiar with **Adobe InDesign** for layout, good graphics skills with a modern style, and an excellent knowledge of (US) English style, spelling, and punctuation.

The job is rewarding but demanding ... about 20 hours a month per person. Deadlines in the last half of the month can be a challenge. The finished product is the reward.

Software, hardware, and archives, will be passed to the new editors along with a reasonable amount of "training".

This is a job requiring some established skills and artistic taste ... a good sense of humor is also necessary.

Please apply with an outline of skills to: [NCRNorthlander@ncr-pca.org](mailto:NCRNorthlander@ncr-pca.org)

---

BTW



The above photo was taken after the Porsche had stopped but the Garmin screen retains some interesting numbers. Can you spot the most interesting? If you look at the door you will see it is a yellow Porsche. Do we know anyone with a yellow Porsche?



# FACTORY FIVE RACING FACILITY TOUR

**WHEN:** September 15, 2012 10:30AM

**WHERE:** Factory Five HQ 9 Tow Road, Wareham, MA ([www.factoryfive.com](http://www.factoryfive.com))

**WHAT:** See how Cobra replica kit cars are built, along with kits for a 33 Ford Coupe, Cobra Coupe and Super Coupe. Get an inside look at Project 818.

**LOGISTICS:** Meet at Factory Five about 10:15 AM. **OR**

For those traveling from NH, ME, and northeast MA and wishing to travel together, meet at 8:30AM at the Chelmsford rest stop on the southbound side of Rte. 495 just south of the Rte. 3 interchange. We'll leave there by 8:45AM.

Likely we will also have lunch at a TBD place in Wareham near the water.

They are looking for a head count so please let the Social Chairperson know if you plan to attend. **RSVP:** [social@ncr-pca.org](mailto:social@ncr-pca.org)

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## 2012 NCR AUTOCROSS SEASON

**WHEN:** April 22  
June 2  
July 21  
August 12  
August 25-26 Zone 1 Event  
September 8



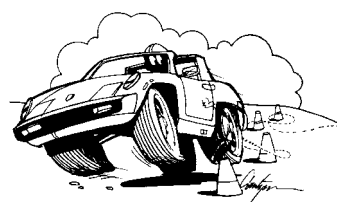
**WHERE:** Moore Airfield, Devens, MA, State Police entrance off Rt 2A

**MORE INFO:** <http://www.ncr-pca.org> (Click on Autocross)

**REGISTER AT:** <http://ncr-pca.motorsportreg.com/>



**COME PLAY IN THE CONES**







## Edgar Broadhead

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

Name	Position	Phone
<a href="#">German Auto Service, Inc.</a>	Maine	☎ 207-282-3013
<a href="#">Ayer European Auto Restoration</a>	Maine	☎ 207-582-3618
<a href="#">Autosportnortheast</a>	Maine	☎ 207-698-1000
<a href="#">Exotech</a>	New Hampshire	☎ 603-382-3599
<a href="#">Sports &amp; Vintage Car</a>	New Hampshire	☎ 603-675-2623
<a href="#">Loader Imports</a>	New Hampshire	☎ 603-887-0911
Series 900	New Hampshire	☎ 603-863-0090
<a href="#">Porsche of Nashua</a>	New Hampshire	☎ 603-595-1707
Blair Talbot Motors	New Hampshire	☎ 603-740-9911
<a href="#">Precision Imports</a>	New Hampshire	☎ 603-624-1113
<a href="#">AVA Restoration</a>	New Hampshire	☎ 603-563-8910
JSP Motorsports	New Hampshire	☎ 603-477-9738
<a href="#">Continental Automotive Repair Service</a>	New York	☎ 845-356-2277
Auto Union	Vermont	☎ 802-223-2401
<a href="#">Green Mountain Performance Co.</a>	Vermont	☎ 802-775-3433
<a href="#">Eurotech</a>	Vermont	☎ 802-660-1900
<a href="#">Rennline Inc</a>	Vermont	☎ 802 893 7366
<a href="#">The Metric Wrench</a>	Vermont	☎ 802 751 8577
<a href="#">Heads Up Motorsports Inc.</a>	Vermont	☎ 802 886 2636
<a href="#">The Boston Sportscar Co. LLC</a>	Massachusetts	☎ 781 647 7300

This list is dated July 10, 2012





A brief report from Kraftwerkz and a book review by David Churcher.

Photographs on page 42 of the latest LMK 917 by Kraftwerkz in Melbourne, Australia.

I recently had some correspondence with Anthony from Kraftwerkz ... the Australian 917 replica builder. We discussed the *Northlander* August issue and a book I recently received from Brian Chandler which tells the story of the Australian assault on Le Mans 1984. I will review this book on this page and I'll copy and paste a few lines from Anthony below.

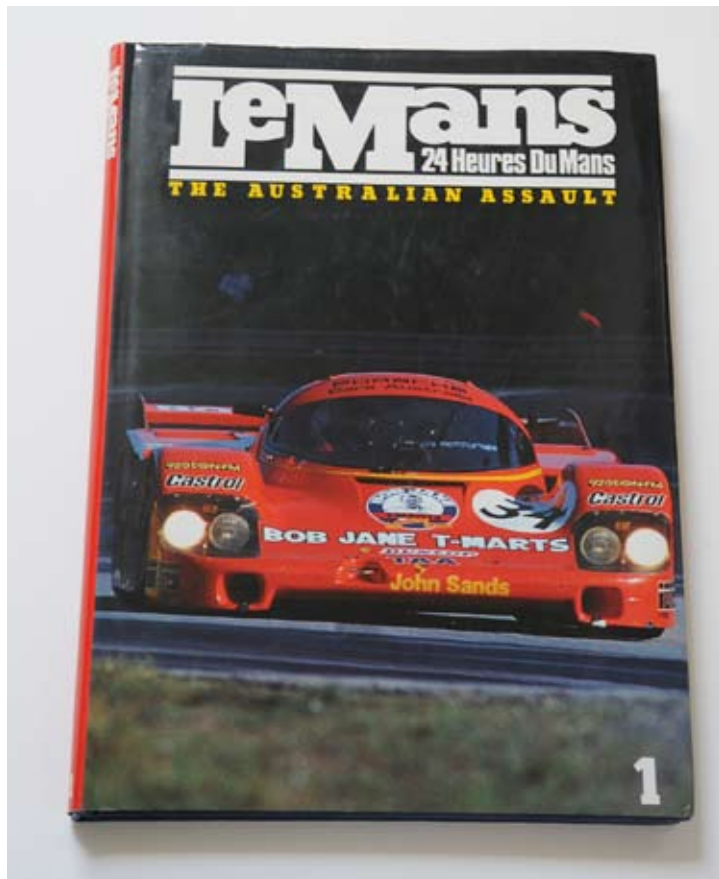
BTW ... the photos on page 42 are the latest 917 to ship from Melbourne and it has gone to Los Angeles. If you look to the right of the lower photograph you can see the noses of the 908 project and Andrew's pet project ... the CanAm 917.

*The Gulf car on page 22 [Northlander August] at the Parade is one of ours. A quick give-a-way is the Dzus fasteners holding the rear bodywork on.*

*I'm pretty sure the silver Glockler belongs to Herb & Rose Wysard from LA. They have the red and white LMK 917 that they take out on the street.*

*I know of the 1984 Le Mans book you mention. It's quite a nice book. I think the plan was to bring one out each year but it didn't work out. I have seen two different versions. One has the orange Bob Jane T-Marts 956 on the front and the other has a different colored 956 on the front.*

*We met a journalist a few years ago who had a ride in the T-Marts 956. It had been on show at the Melbourne Motor Show, at Exhibition Buildings, Carlton. They needed to get it back to the T-Marts depot at the top of Elizabeth St. So they took the tail off, started the car, and Larry Perkins drove it back, on the street. And this journalist was the passenger.*



Here's a "feel good story" ...

While I was in Aus last year and had all the recovery time on my hands at Brian and Bev's place I was into Brian's extensive motor sport library.

There was a book published in the 1980s of the Aus adventure to Le Mans with a Porsche 956. I could not finish the book and when Brian and I visited the old book shop the man who owns it told me this book was rare and was only a short printing. He could not locate me a copy.

Last night a parcel arrived here ... I thought Brian was sending me some magazines or a drawing. Nope. He had found a copy, pristine, of the book.

If I can get the tears out of my eye I will start to read it.

The Aussies have done well at Le Mans. In 2009 David Brabham was on the winning team with the Peugeot 908 HDi FAP. In 1993 David's brother Geoff was on the winning team in a Peugeot Evo 1B. In 1983 Vern Schuppan won with Americans Al Holbert and Hurley Haywood in a Porsche 956.

The book is a series of stories of the 1984 race. Aussies Vern Schuppan, Alan Jones (former World Champion in F1), and J. P. Jarier came in sixth. The race was won by Henri Pescarolo and K. Ludwig in a Porsche 956.

## Editor

... continued from page 7

Camden is a congested little town in summer but full of jewelry shops, coffee shops, antique galleries and fine restaurants. And a remarkable point of interest is that several buildings on Main Street are built over a river that flows under the road and ends in a dramatic waterfall into the harbor.

After doing the touristy thing we got back to the harbor at the designated time. But, no *Grace Bailey*. The other old schooner, *Mercantile*, arrived with a wedding party (which is why we were "upgraded") and Captain Ray Williamson, but they're not sure where *Grace Bailey* is floating. Eventually all eight passengers are waiting at the dock for our ship to come in. Captain Ray eventually says we'll meet *Grace Bailey* in Rockport Harbor, and he and the Windjammer Cruises coordinator Margaret toss us and our belongings into their vehicles and drive us over there. Great, we'll get to see another town we've never been to before!

At Rockport there is still no sign of our ship but while waiting I snap some shots of the life-sized granite statue of Andre the seal. Andre became famous in the 1970s as the trick-performing seal of Rockport who was shipped every winter to Boston's New England Aquarium then set free in Marblehead, MA, to swim back to Rockport every spring. His story spawned several books and a movie. Finally after a half hour *Grace Bailey* was spotted in the distance. Captain Kerry on *Grace Bailey*, motored to shore in the yawl to get us. Once we were all on deck two young men who were crew members showed us our cabins, how to use the bathroom and where the fresh water was located. Shortly after that the dinner bell tolled for our first meal.

As mentioned before our meals are prepared on a vintage woodstove set in the galley. We all descended the ladder below to find a small kitchen counter and two dining tables filled with baked chicken, candied carrots, homemade bread, rice pilaf, iced tea and lemonade. Dessert was carrot cake with cream cheese frosting. All made from scratch in or on this woodstove. Amazing. After dinner some of us helped on the "dish machine" which was basically a system of six people washing, rinsing, drying and stacking dishes.

It was pure luck that the weather was to be warm and dry the entire four-day trip. That meant not much time had to be spend in our cabins. My cabin was the size of a full-sized bed with just enough room to get out of said bed. No bureaus, no closets and the only window was about five inches by ten inches. Clothing was either kept in duffle bags or hung on coat hooks scattered around the cabin walls. Cozy for some, claustrophobic for others. But since the weather was nice, many passengers chose to sleep under the stars on deck. That first night, after a filling meal and some getting acquainted chat many of us headed for bed at dusk.

The harbor was as calm as glass as the sun rose on the first full day. Coffee was served on deck so we could sit and view 360 degrees of Rockport Harbor. First breakfast was blueberry and cream cheese stuffed French toast with bacon (these boys are spoiling us). By 10am, after the "dish machine" was done we got a lesson on hauling up the sails. Yep, passengers get to help

prep the boat to sail. Every able body grabbed a sheet (nautical term for rope) and hoisted the sails to catch the slight breezes blowing around Penobscot Bay.

Basically the entire weekend was similar to this: breakfast on deck, dish machine, haul up the sails, lunch on deck at noon, dish machine, sailing around picturesque islands, find a quiet cove to set anchor, furl the sails (bring them down), enjoy an extravagant dinner, dish machine, then enjoy some conversation and musical entertainment. One passenger brought his guitar and played for us until it got too dark to see the strings. Then we all retired for the night at whatever time we chose.

Though all the food onboard was top notch, including lasagna, chocolate cheesecake and baked beans with ham, the pinnacle of our culinary experience was the lobster bake. Friday night we set anchor not far from Deer Isle where the crew set a barbecue grill up on the deck rail and a large lobster pot on a propane stove. Captain Ray (we dropped off Captain Kerry on Friday in Camden and picked Captain Ray back up) grilled steak, the lobsters boiled in the pot and down below the boys were baking potatoes, melting butter and shredding veggie slaw. What a feast! You can't get much more of the "Down East" flavor than a lobster bake on a schooner anchored in Penobscot Bay.

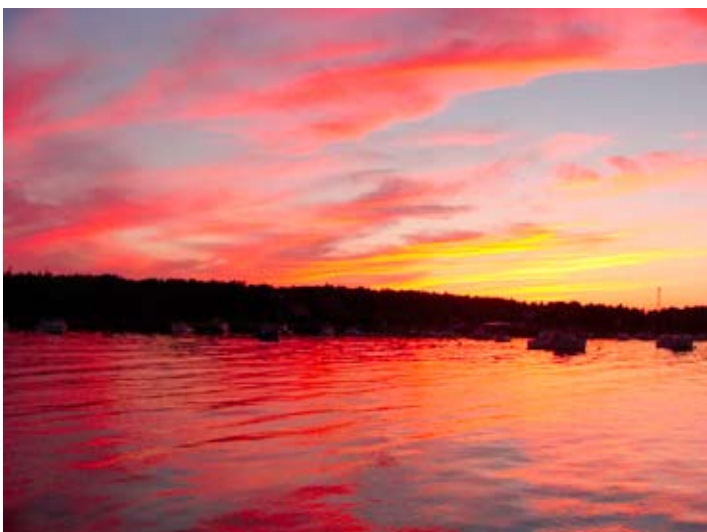
We did get to stop in Stonington on Deer Isle to "stimulate the local economy" as Captain Ray put it. For an hour we walked along the Main Street of this sleepy town...and I mean sleepy! Because it was Saturday some shops were closed and others wouldn't open until after we set sail again. Some folks did manage to buy some goodies and take some spectacular photos.

By the last morning we were all pretty sun burnt but in no way anxious to return. That was partly because we enjoyed each others' company and partly because some passengers had a long journey home. Interestingly, Jay and I were the only natives on board. One other woman lived in Maine but had only recently moved here. Others hailed from Arizona, Georgia, New Jersey, Connecticut and Massachusetts. But every one of them was easy going and friendly and no one had any negative comments about any aspect of the cruise. They all had never been on a Windjammer and were pleased not only with the ship but the entire state and its scenery. No it wasn't a Carnival Cruise but I don't think any of us were disappointed by that fact.

To check out the Maine Windjammer Cruises and the ships go to [www.mainewindjammercruises.com](http://www.mainewindjammercruises.com)

**Photographs on page 45 of the Windjammer cruise by Tracey Levasseur**





Clockwise from top left:

Owl's Head Light at dusk. Note the calm ocean. Could be a lake.

Hauling up the sail.

Indian Island lighthouse with the wind turbines of Vinal-haven Island in the distance.

Sunset over Owl's Head.

Curtis Island Light, Camden Harbor.

## CARS FOR SALE:

1968 Porsche 912 Targa - yellow (originally green)/black, SWB, 1969 912 engine - not a rust bucket but does need some TLC. All but 1 year of its existence has been in either California, New Mexico or Florida. Runs and drives well. \$9000

Call Bob Gilbert - 603-569-9296 or [exeter356@yahoo.com](mailto:exeter356@yahoo.com)



**SALE:** 1984 911 Dedicated track car for only \$12,500 Many track upgrades and fun to drive. Email and I will send a spread sheet of all the info and many photos. Also have a fully enclosed aluminum trailer for only \$2500 more, will not sell separately but will sell car only. The car can be seen in Barrington NH.

[fredbussiere@homesofnh.com](mailto:fredbussiere@homesofnh.com)

Fred 603-235-3579



**1977 911S** Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email [bigcheese@consumerprofilesinc.com](mailto:bigcheese@consumerprofilesinc.com) <<mailto:bigcheese@consumerprofilesinc.com>>. \$18,900, add \$500 for test drive with Ivy. Pictures and more details available upon request.

## MART

**1984 chassied 935 replica**, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com mailto: bigcheese@consumerprofilesinc.com. \$40,000.00 obo. Pictures and more details available upon request.

**1978 Targa with Slantnose conversion**, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email lLeonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

**1980 911 SC** white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

**SALE: 1990 944-S2 Coupe Track/Street car** - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 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, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.



**WANTED:** Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

### ITEMS FOR SALE:



Cobra Evolution S fixed back race seat with head restraint. Has hole for 5/6 pt harness. We bought this for our Lemon car but due to our love of Chipotle some of us didn't fit. I have a 34" waist and it's perfect. It's a bit faded, not visually perfect but no rips or tears. The bolsters aren't worn. Seat only, no mounting brackets. Awesome seat, incredible amount of support. In Windham NH call Pete 603-505-0910 or email pgr928@yahoo.com

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

**'86 911 original 15" phone dial wheels with Toyo Proxes R888 tires** for immediate sale. Wheels are in good shape (balanced and round) with minor curb rash. The R888 tires have been used in only one 20 min track session (novice) at Tremblant. Basically brand new. Fits all '79 - 88 911. Also most 944, 928s and 924s. 7" front, 8" rear wheels. 205/50 front, 225/45 rear. Not using these as I have other track tires. Priced to get them out of my basement. \$500 for all. cwlovell@gmail.com. Sherborn, MA.

**'80 Mazda RX7 alloy wheels** (2) with snow tires \$250 ... DavidChurcher@comcast.net, 603 799 4688

**Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.**



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Back Cover ½ page - Color  
 \$96.00/mo. \$1152/yr.

Inside front cover: Permanent (non-rotating)  
 \$125.00/mo. \$1500/yr.

Inside back cover: Permanent (non-rotating)  
 \$125.00/mo. \$1500/yr.

Inside front/back cover: Rotating full page ads  
 \$90.00/mo. \$1080/yr.

Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)

Full page - non rotating  
 \$85.00/mo. \$1020/yr.

½ page - rotating  
 \$60.00/mo. \$720/yr.

This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread. - ¼ page - rotating  
 \$50.00/mo. \$600/yr.

This option will allow the use ½ of page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month. 1/8 page/Business Card  
 \$15.00/mo. \$180/yr.

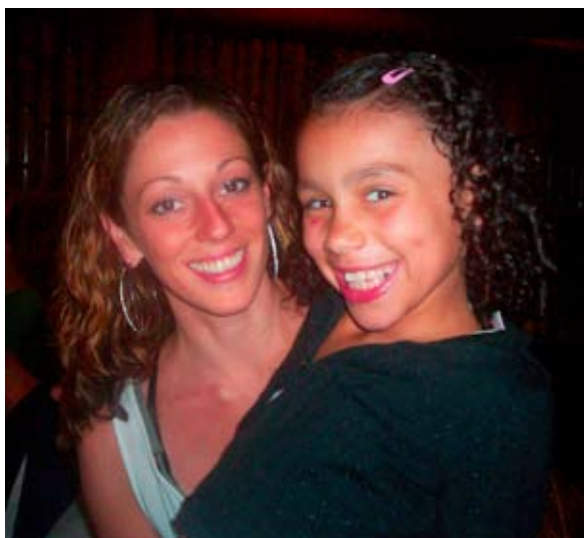
Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertiser's part way through the year.

## BTW



After the Make-A-Wish car show in July there was an ice cream run but young Jackson Romanowski decided he had seen enough for the day.

Photograph by Harv Ames



And Ivy Cowles shows she has photography skills too ... this is a beautiful shot of her daughter and granddaughter.

## NEXT MONTH

A visit to South Seas and Tasmania

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