

# NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA  
volume XXX number 2 February 2007

## IN THIS ISSUE ...

A BRIEF HISTORY OF  
THE  
914



Passion.



PORSCHE  
**DOVER**  
AUTO WORLD



5 Dover Point Road  
Dover, New Hampshire 03820  
Toll Free 877-742-1676



# NORTHLANDER

North Country Region Porsche Club of America  
Volume XXX Number 2 February 2007

## Upcoming Events

- 5 Calendar
- 23 DE Season

## Features

- 7 Rennsport Reunion III
- 17 The 914. A Brief History
- 20 Watch This Space
- 26 Sleigh Ride
- 30 The New Porsche Museum
- 35 Looking Back

## Departments

- 4 NCR Board of Director & CommitteChairs
- 9 From the Desktop
- 13 President's Message
- 14 The Starting Grid
- 16 Secretary's Desk
- 49 Business Card Exchange
- 52 The Mart
- 54 Advertisers' Index

## Photo credits

Cover  
John Rahill  
914s on parade  
NHIS October '06

p11, 12, 44 & 45  
Tracey Levasseur

p30 & 31  
Presse Porsche

p19, 20, 21, 24, 25  
26, 27 & 28  
David Churcher

## Editors

Tracey Levasseur      David Churcher  
207-247-3385      603-799 4688

## Advertising

Matt Romanowski  
603-674-3250

## Statement of Policy

**Northlander** is the official publication of the North Country Region (NCR), Porsche Club of America (PCA). Opinions expressed herein are purely those of the writer and are not to be construed as an endorsement or guarantee of the product or services by the Board of Directors of NCR. The editor reserves the right to edit all material submitted for publication. Material may be reprinted by PCA Regions without permission provided credit is given to the **Northlander** and the author.

The regular Article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceeding the publication month. See page 54 for AD rates.

# BOARD OF DIRECTORS

## President

Miriam Dunster (H) (603) 659 8592 [president@ncr-pca.org](mailto:president@ncr-pca.org)

## Vice President

Ivy Leonard (H) (603) 380 3752 [vice-president@ncr-pca.org](mailto:vice-president@ncr-pca.org)

## Secretary

Paul Tallo (W) (603) 594 9696 [secretary@ncr-pca.org](mailto:secretary@ncr-pca.org)

## Treasurer

Pete Petersen (H) (207) 646 5402 [treasurer@ncr-pca.org](mailto:treasurer@ncr-pca.org)

## Past President

Janet Leach (H) (603) 433 4450 [past-president@ncr-pca.org](mailto:past-president@ncr-pca.org)

## Membership Chair

Lisa Roche (H) (978) 534 0118 [membership@ncr-pca.org](mailto:membership@ncr-pca.org)

## Newsletter Editors

Tracey Levasseur (H) (207) 247 3385 [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org)

David Churcher (H) (603) 799 4688 [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org)

## Webmaster

Dick Demaine (H) (603) 560 4911 [webmaster@ncr-pca.org](mailto:webmaster@ncr-pca.org)

## Advertising

Matt Romanowski (H) (603) 674 3250 [advertising@ncr-pca.org](mailto:advertising@ncr-pca.org)

# COMMITTEE CHAIRS

**Advertising Manager:** Matt Romanowski, (H) (603) 674 3250,  
[advertising@ncr-pca.org](mailto:advertising@ncr-pca.org)

**AutoCross:** Joe Kraetsch, (H) (603) 924 4459, [autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)

**Car Control Clinic:** OPEN

**Charity** Paul Tallo, (W) (603) 594 9696,  
[charity@ncr-pca.org](mailto:charity@ncr-pca.org)

**Chief Instructor:** Bob Tucker, [chief-instructor@ncr-pca.org](mailto:chief-instructor@ncr-pca.org)

**Concours:** Judy Hendrickson, (H) (603) 881 7576  
Lisa Roche, (H) (978) 534 0118,  
[concours@ncr-pca.org](mailto:concours@ncr-pca.org)

**Drivers' Ed:** Paul Frucci & Bob Pickul, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)

**Rally:** Don Johnson, (H) (603) 569 3337, [rally@ncr-pca.org](mailto:rally@ncr-pca.org)

**Safety:** Edgar Broadhead, (H) (603) 526 6578,  
[safety@ncr-pca.org](mailto:safety@ncr-pca.org)

**Senior "Advisors":** Edgar & Nancy Broadhead, (H) (603) 526 6578

**Social:** Ivy Leonard, (H) (603) 380 3782,  
Steve Robbins, (H) (877)7927861  
[social@ncr-pca.org](mailto:social@ncr-pca.org)

**Technical:** Jay Gratton, (H) (603) 498 8576, [tech@ncr-pca.org](mailto:tech@ncr-pca.org)

**Yearbook** David Churcher, (H) (603) 799 4688,  
[yearbook@ncr-pca.org](mailto:yearbook@ncr-pca.org)

# NCR-PCA CALENDAR

## FEBRUARY 2007

- 11 Social, Mile Away Restaurant,  
Milford, NH, Ivy Leonard, [social@ncr-pca.org](mailto:social@ncr-pca.org)
- 13 Board Mtg, location: TBD, Miriam Dunster,  
[president@ncr-pca.org](mailto:president@ncr-pca.org)
- 17 Tech, THIS OLD 911, Sports Car Workshop, Arundel, ME,  
Jay Gratton, [tech@ncr-pca.org](mailto:tech@ncr-pca.org)
- 24 Tech, SHAKE RATTLE & ROLL, Meredith Harley-Davidson  
Jay Gratton, [tech@ncr-pca.org](mailto:tech@ncr-pca.org)

## MARCH 2007

- 3 Zone 1 Tech Tactics, FarnbacherLoles, Danbury, CT,  
<http://zone1.pca.org/>
- 6 National Parade Registration opens, 8AM, EST,  
[www.pca.org/paraderegistration](http://www.pca.org/paraderegistration)
- 10 Tech, HIGH PERFORMANCE DRIVING, Porsche of  
Nashua, Nashua, NH, Jay Gratton, [tech@ncr-pca.org](mailto:tech@ncr-pca.org)
- 13 Board Mtg, location: TBD, Miriam Dunster,  
[president@ncr-pca.org](mailto:president@ncr-pca.org)
- 17 Spring Zone 1 Pres. Mtg, Latham, NY, Miriam Dunster,  
[president@ncr-pca.org](mailto:president@ncr-pca.org)
- 31 Tech, ENGINE ELECTRONICS, PERFORMANCE MODS,  
CHIPS, Precision Imports, Manchester, NH, Jay Gratton,  
[tech@ncr-pca.org](mailto:tech@ncr-pca.org)

## APRIL 2007

- 7 Tech/Social, Performance Electronics, Amesbury, MA,  
Steve Robbins, [social@ncr-pca.org](mailto:social@ncr-pca.org)
- 10 Board Mtg, location TBD, Miriam Dunster,  
[president@ncr-pca.org](mailto:president@ncr-pca.org)
- 28 Car Control Clinic, NHIS, Event Chair TBD
- 29 AutoCross, NHIS, Joe Kraetsch, [autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)

## MAY 2007

- 5 Rally, Quechee, VT with optional overnight, Don Johnson,  
[rally@ncr-pca.org](mailto:rally@ncr-pca.org)
- 8 Board Mtg, location: TBD, Miriam Dunster,  
[president@ncr-pca.org](mailto:president@ncr-pca.org)
- 19 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 20 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 21 NCR DE # 1, NHIS, Paul Frucci,  
[drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)
- 22 NCR DE # 1, NHIS, Paul Frucci,  
[drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)



## We Make Owning a Porsche Easy.

---

'06 Cayman S Seal Grey/Black Leather Special P6102	\$62,070
'06 911 C2 Cabriolet Seal Grey/Black/Grey Leather Special P6123	\$92,670
'06 911 C2S Coupe Atlas Grey/Sand Beige Special P6159	\$89,005
'06 Cayman S Carrera White/Sand Beige P6170	\$73,055
'06 Cayenne S Caron Red/Stone/Steel Grey P6173	\$60,350
'07 Cayman Cobalt Blue/Stone/Steel Grey P7001	\$57,485
'06 Cayenne S Titanium Iceland Silver/Black/Steel Grey P6217	\$69,880
'06 Cayman S Black/Black P6189	\$70,180
'07 Boxster Carrera White/Sea Blue P7012	\$53,790
'07 Boxster S Midnight Blue/Stone Grey P7011	\$68,900

---

Ask about special financing and the Porsche Approved Certified Pre-Owned Vehicle Program by calling us.

### **Porsche of Nashua**

170 Main Dunstable Road, Nashua, NH 03060

**1.800.NEW.PORSCHE**

**[www.porschenashua.com](http://www.porschenashua.com)**



**PORSCHE**

# DAYTONA INTERNATIONAL SPEEDWAY TO HOST PORSCHE RENNSPORT REUNION III IN NOVEMBER OF 2007

---

World's largest gathering of Porsche race cars and drivers to highlight Porsche 917 and celebrate 25<sup>th</sup> anniversary of Porsche 956 / 962.

Porsche Cars North America (PCNA) and Daytona International Speedway today announced Porsche Rennsport Reunion III will take place at the famed Florida racetrack the weekend of November 2-4, 2007.

Sponsored by PCNA and organized by Brian Redman's Intercontinental Events, Inc., Porsche Rennsport Reunion III is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current racecars and those who have driven them to victory in the world's most famous sports car races. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation. In addition, special activities are planned honoring the series of awesome Porsche 917 racecars and commemorating the 25th Anniversary of the racing debut of the all-conquering Porsche 956/962 prototype racers.

Held at three-year intervals, the third edition of Porsche Rennsport Reunion returns to Daytona International Speedway following that track's highly successful staging of Porsche Rennsport Reunion II in 2004. On that occasion, more than 600 Porsche racecars and dozens of legendary Porsche race drivers participated in a truly memorable weekend dedicated to Porsche's motorsport heritage.

"Given the tremendous response to our last event there," said Peter Schwarzenbauer, president and chief executive officer of Porsche Cars North America, "Daytona International Speedway is the logical choice as the site for Porsche Rennsport Reunion III. It is filled with Porsche racing history and is one of the few tracks in America capable of conducting an event of this magnitude."

Porsche Rennsport Reunion III will honor two of Porsche's most historic racing models – the Porsche 917 and Porsche 956/962. In coupe form, the 12-cylinder 917/K was the first Porsche to score an overall win at the 24 Hours of Le Mans, scoring back-to-back victories in the 1970 and 1971 editions of the French racing classic. Fitted with twin-turbochargers producing more than 1000 horsepower, the mighty open-cockpit 917/10 and 917/30 rocketed to Sports Car Club of America Can-Am championships in 1972 and 1973. These achievements by the 917 moved Porsche to the forefront of the sports car racing world.

Since making its Le Mans debut in 1982 with a stunning one-two-three overall finish, the Porsche 956 and its 962 stable mate have established themselves as the most successful models in the history of international sports car racing. Among their record number of overall victories spanning 14 seasons are seven in the 24 Hours of Le Mans, six in the Rolex 24 at Daytona, and four in the 12 Hours of Sebring.

Additional details of the Porsche Rennsport Reunion will be published on Porsche's press web site:

[www.press.porsche.com](http://www.press.porsche.com)

Brian Redman's Intercontinental Events web site:

[www.rennsport2007.com](http://www.rennsport2007.com)

Daytona International Speedway's web site:

[www.daytonainternationalspeedway.com/](http://www.daytonainternationalspeedway.com/)

Ticket information is available by contacting Daytona International Speedway at:

1-800-PITSHOP.

---

### **MISSING NORTHLANDER ARCHIVES — HELP**

Through the various changes in editors over the past years we are missing some of our Northlander archives. If you are a past editor or have any of the following editions to spare please contact me to arrange pick up.

1988 Sep-Dec  
1989 Jan-Dec  
1990 Jan-Dec  
1991 Nov/Dec  
1997 Jan - Dec  
1998 Jan - Dec  
1999 Jan - Dec  
2002 June and December  
2003 Jan, Feb & April

Judy Hendrickson  
[jh993@comcast.net](mailto:jh993@comcast.net)  
(603) 881 7576



## FROM THE DESK TOP

Tracey Levasseur - Editor

---



The new year rang in with some unusually mild weather; great news for those of us who don't like the cold but unwelcome to the skiers and ice fishers. Daytime highs approaching 70 degrees meant the sports cars and motorcycles filled the streets and the tops came down all across New England.

It was on one of those record breaker Saturdays that I acquired some Bruins tickets. As well as not liking the cold I'm also not fond of most sports. So I gave the tickets to my other half with stipulations that I can tag along for the ride down to Boston and spend the day in my old stomping grounds.

At the Garden my friends and I parted ways, they for the ice of the Garden and I for the T with intentions of visiting the Museum of Science. But then I saw an ad for the World of Wheels Car Show at the Bayside Expo. So instead of boarding the northbound train I merely headed for the southbound to sate my urge to see some exceptional cars in the dead of winter (even though it was 68 degrees outside).

The World of Wheels is a three-day event sanctioned by the International Show Car Association (ISCA). It's a point show with cash prizes as well as trophies. That means serious competition and cream of the crop exhibits. The show categories included Rods, Custom Trucks, Street Machines, Restored and Motorcycles plus a special Best Club Display. Awards presented at the end of the three days were Best Paint, Best Engine, Best Interior, Best Display and

Best in Show. In addition to the vehicles there were special guest appearances from the automotive and sporting worlds. Who would I see during my brief visit? Read on....

Anyone who's visited Bayside Expo knows what a large, open building it is. Now think of that 240,000 square feet filled with vehicles spanning over 75 years. Thousands of people flowed like cooling lava around the exhibits, oohing and aahing at the paint colors, the dynamic graphics and all that chrome. Every car, truck and bike was spitshined to high-gloss perfection.

Vehicles ranged from the basic, with only their "out of the box" features to what I would call "Extreme Makeovers." Those in the former category included the Corvettes, which were in ample supply, and a newer Dodge Viper. The latter vehicles look like they came right from Pimp My Ride. There was a bright yellow dump truck with a large LCD monitor playing music videos in its tilted bed. A fiery red Mitsubishi Eclipse held smaller monitors in its trunk but its flame stamped tailpipes and demonic visage on the bumper were the real head turners. A squat, pink car that in a former life was an 80s Ford LTD, sported not only a rear spoiler but a label on its trunk that declared "Sweet N Low."

Exhibitors used not only bright paint, graphics and chrome to impress spectators (and hopefully judges) they created elaborate displays. One exhibitor with a '71 Chevelle convertible used a rotating stage so spectators could just stand there

and see all 360 degrees of the muscle car. But wait! Sitting atop the air breather was a 1:18 scale model exactly like the car only with its top down. And the model rotated as well! Another exhibitor didn't think having the entire passenger seat of his Mustang taken by a huge bottle of nitrous eye catching enough. So he parked his purple car on a matching purple rug surrounded by previous show win trophies.

Other points of interest included a real monster truck with 5 foot tall tires, a stretch limo with the nose of an 18 wheeler and a vast array of custom, chrome be-dazzled motorcycles that would make Orange County Choppers proud.

And while I was snapping photos of all these lovely vehicles I reached the Saturday afternoon special guest: Lightning McQueen! A long line of weary parents with their offspring hanging from their arms surrounded this full-scale model, the star of Disney-Pixar's *Cars* movie. Each child in turn walked up and got his/her picture taken beside Lightning. You know, I would too if I was 30 years younger!

Walking among these metallic artworks one has to wonder why many would spend so much time and money on something they probably never drive. But it's thanks to those who do have these trailer queens and share them at shows like this for car nuts like us who need a fix on a nice winter day.



*MONSTER TRUCK*



*SWEET N LOW*



*Lightning McQueen, star of Disney-Pixar's Cars movie, waits patiently for the next child to nestle up beside him for a photo souvenir. Sorry folks, Sally Carrera and Tow Mater could not make this car show. Following page: This 18 wheeler limo needs two photos to capture it.*

*For more of Tracey's photos see page 44*



## FROM THE PRESIDENT



Miriam Dunster - President

As you read this edition of the *Northlander* the first 30 days of the New Year have passed already. It seems that time is moving faster as I get older (I wonder how many of you feel the same way). Recently I was around my family and the younger members seemed so eager for birthdays that held with them “adult” responsibilities while those that are nearing their thirtieth do not seem so anxious that the years fly by. The important thing seems to be to remember to make some “fun” every day.

I bring up the subject of birthdays because this year North Country Region celebrates its thirtieth year. It is nice to say that we still have some of the charter

members within the region. *Northlander* will highlight some of the history of the region as well as some of the active charter members throughout the year. In the January edition you already read the story of one charter member, Judy Hendrickson.

If you have not already come out during the first 30 days of the winter season to an NCR event, consider coming to one in February. To keep up with activities and other information make sure you bookmark our website [www.ncr-pca.org](http://www.ncr-pca.org) and visit it at least once a week.

Have a great February! Spring will be here soon.

Miriam

Join us for dinner February 11  
at The Mile Away restaurant in Milford, NH.

Great German food  
as well as American fare.

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

Let Ivy Leonard, (H) (603) 380 3782,  
[social@njcr-pca.org](mailto:social@njcr-pca.org) know  
if you are coming or not.

Separate checks.

# THE STARTING GRID



Lisa Roche - Membership

---

## New Members:

Michael A. Corbett Robert J. Corbett Sr.	Manchester, NH	1987 911
Jeffrey D. Forsyth Susan Forsyth	Amherst, NH	2002 911
Carl B. Schulz Kathy Sirah	Brookline, NH	2004 Boxster S
Jeffrey P. Sullivan	Auburn, NH	1992 964
Don Vandenburg	Nashua, NH	1985 944
J. Paul Welch Suzan Welch	Newton Upper Falls, MA	2006 Boxster
Phil Zarrow Rose Zarrow	Durham, NH	1985 911

## Anniversaries:

### 1 Year:

Thomas C. Bryant Marybeth Bryant	Wolfeboro, NH	1989 911
Vince Ciminesi	Brookline, NH	1984 911

**2 Years:**

A. Lawrence Blahut Nancy Blahut	Dover, NH	2002 911
Leonard Pagano	Antrim, NH	1987 944
Peter R. Stevenson Jennifer Stevenson	Peterborough, NH	2000 Boxster S

**15 Years:**

Barry Brensinger Cam Brensinger	Manchester, NH	2003 996
------------------------------------	----------------	----------

---





## Paul Tallo - Secretary

---

Thanks to Doug McIninch for his 5+ years of service as NCR Secretary ! I will be publishing highlights from the monthly Board Meetings. For a copy of the full formal meeting minutes, contact [secretary@ncr-pca.org](mailto:secretary@ncr-pca.org).

On Tuesday January 9, 2007, twelve board members and chairpersons met at the Common Man restaurant in Concord, NH. President Miriam Dunster called her first official meeting to order. Board approved the 2007 Budget, with the inclusion of the updated DE budget from Paul Frucci. Membership Chair Lisa Roche reported that NCR currently has 486 members, including 7 new members and 1 transfer-in.

Advertising Chair Matt Romanowski submitted his update via email – look for new advertisers in the *Northlander*. Matt is projecting an increase in advertising revenue for 2007, and is in close contact with all the potential advertisers/sponsors.

Official deadline for *Northlander* submittals is the 1<sup>st</sup> of the preceding month (i.e. Feb 1<sup>st</sup> for the March issue), to allow for layout/formatting/etc. Any alternate arrangements need to be made directly with the *Northlander* editors. Dick Demaine has volunteered to assist Bob Tucker in the very tough Webmaster role. They are splitting tasks and Dick is

working on applications to simplify uploading photos and potential plug-in applications for other self-serve areas (Mart ads, etc). Currently Mart ads are not being posted - please contact the *Northlander* for print ads for now.

Safety Chair Edgar Broadhead is confirming if there are any updates to the Tech Inspection Form or Tech Inspector List. No notable regulation changes.

By the time you read this the Hayride and Yankee Swap will be history, but many more events are being planned, including a Fall weekend drive and overnight, and planning is already in progress for the Annual Banquet/Party in November. Be sure you are on the NCR News email list for notification of some fun impromptu get-togethers !

The Tech events are very well detailed in the direct mailing that went to all members. Stay tuned for a car audio Tech/Social event at Performance Electronics (Amesbury, MA). Driver Education and Autocross schedules and site contracts are being finalized. Check out the NCR webpage or event chairs for up-to-date information.

Board meetings are on the second Tuesday of each month. Next meeting is Tuesday, February 13, 2007. Please contact any Board member or chair if you'd like to attend, or if you have an item for Board discussion.



# PORSCHE 914

## A BRIEF HISTORY

BILL KALLGREN

---

**The Porsche 914** might be one of the least loved lines offered by our favorite marque, but the car did sell well and almost 35 years later is, to my poor eyesight, a classic machine. In high school I first started noting these machines. At that time most were just old cars, not really well cared for, and in New England anyway, most I saw were well and truly starting to show deep effects of the dreaded tinworm. But even then, I liked the sharp edges and sort of low squat boxy look about them. The neighbor of one of the gals I was chasing even had a junky rust bucket of a 914 parked under a big old oak tree, but I liked the car, which in my mind made a good excuse to call upon Sheila. I may have gotten over Sheila, but I still lust for the 914.

Introduced in 1969 to replace the aging 912, the 914 in all its various configurations lasted until 1976 when it was replaced by surprisingly enough a model called the 912E which lasted but a year before the 924 was introduced. Originally intended as a joint Porsche/Volkswagen project, Porsche had a hand shake agreement with Volkswagen Chairman Nordoff to purchase body shells at a low rate and would then fit Porsche drive trains. With the untimely death of the VW chairman and no written contract, VW's new chairman Kurt Lotz subsequently increased the price of the unfinished cars to Porsche making the Porsche 914-6 much more expensive than originally intended, approaching that of the top of the line 911.

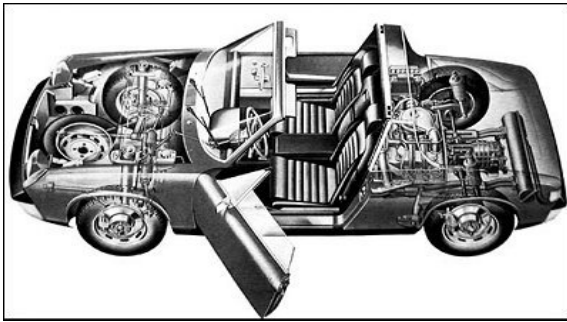
Est-ce plutôt une Porsche ou une Volkswagen?

Well the above is French, not German, but still, is it a Volkswagen or is it a Porsche? In the US anyway, the 914 was marketed as a Porsche, in the rest of the world, however the car was marketed as a VW-Porsche causing some confusion and was also, less affectionately known as a "vopo" which would be slang for the then East German Secret Police. In four cylinder configuration the car utilized initially a 1.7 liter Volkswagen derived powerplant, later upgraded to 2.0 and 1.8 Liter variations. As mentioned above, a more sporting 914-6 used the six cylinder engine lifted from the 911 and was marketed as a Porsche.

### Mid Engine Layout

Advanced for the time, the car used a mid engine layout with the engine mounted in front of the rear axle giving very favorable front/rear weight balance. Touts a period advertisement, "The rear trunk of a 914 contains 7 cubic feet of empty space. That's room enough for three good-sized travel bags, a set of golf clubs and a small ray gun." Obviously the copy writer didn't know my wife, we are hard pressed to fit our bags for a long weekend in the back of our station wagon, let alone the back of a 914. But the copy writer continued; "Up front is another truck with even greater space than the one in back (9 cubic feet of empty space). Besides having two trunks, the 914 has the unique distinction of being a Porsche with an earthy price." No, that is not a

spelling error, the 914 had an “earthy” price. Maybe to go with all those mushrooms our writer was enjoying in late 1969; what with thinking that the car could hold three good size bags and a set of golf clubs. And what is with the Raygun reference? No my earthy belongings would not fit as described. In any event our copy writer continued “The doors are nearly 4 feet wide, you can actually get in and out without tucking your knees under your chin. The engine and gearbox are positioned behind the seats in our race car tradition. It also gives more room for your legs up front.”



Having driven a couple of 914's I can well and truly say, our copy writer above was being less than forthcoming in the description of climbing into the 914. Now I am not that tall, nor am I short, however climbing into the 914 is a true test of courage, the steering wheel sitting very low causes the thighs to get stuck, requiring a little kink in the knees and an Elvis inspired hip shake to get positioned. Now my size 9 Converse All-Stars find the foot well and well, where is all this leg room? No, care is needed to find a place for the left foot when not de-clutching and the right foot has a tendency to catch on both the throttle and the brake. Still I love the car.

### Engine Choices

**914-6 (1969-1972)** As mentioned earlier, Porsche had to change tack when the handshake deal with VW fell through.

Intending to sell the 914-6 in larger quantities, the high price of the chassis from chassis builder Karmann made for a difficult selling price, just below the 911T, and likely at not the targeted profit margin. Only 3351 of the Porsche powered 914-6 were manufactured between 1969 and 1972. They used a 2.0 Liter Flat six with carburetors, producing 110 HP, essentially lifted from the 911T. The 911T also donated brakes and suspension components of the 914-6.

**914/4 - 1.7 (1969-1973)** The Flat four Type 4 engine from the Volkswagen was fitted with fuel injection to power the original Volkswagen variant. This powerplant made a healthy 80 HP and a good number of units were sold, more than 65,000 from 1969 through 1973.

**914/4 - 2.0 (1972-1975)** While the 1.7 liter car continued through 1973, 1972 saw the introduction of the 914/4 -

2.0. The six cylinder version was discontinued, replaced by a 2.0 liter type 4 engine, in this configuration producing 91HP. The 2.0 liter outsold the 914/6 by a healthy margin, over 32,500 units being built.

**914/4 - 1.8 (1973-1975)** In 1973 the 1.7 liter engine was replaced with a more potent 1.8 liter type 4 unit which made all of 76HP. Ah, astute readers will ask, if the 1.8 liter is more potent then why did the 1.7 make more horsepower? Keep in mind these were the early 1970's and each year from 1969 though 1974 new federal regulations continued to sap power with the introduction of such devices as air pumps, while simultaneously a car's weight increased with such inventions as “impact” bumpers. Yes the 1.8 was bigger and offered less. Buyers purchased less as well and only about 17,700 units were built.

By the end of production over 118,000 914/4 and 914/6 cars had been built.

While this had been a brief history, a search of the World Wide Web can bring you a wealth of additional information, some my favorite pages includes:

[914world.com](http://914world.com)

[914club.com](http://914club.com)

[914garage.com](http://914garage.com)

(French, but you really have to read the history and technical discussions in French to really appreciate the car ... Le concept novateur retenu par Porsche lors des études sera celui du moteur central!).

---

*THE 914 THEME CONTINUES THRU THIS ISSUE WITH PHOTOS FROM '06*





## WATCH THIS SPACE

A short story to describe the new BLAIR TALBOT MOTORS facility.

David Churcher

Blair's name first came to my attention while I was still living in Germany. My 911 had just become a reality but was waiting for me in New Hampshire. A colleague also living in Germany proposed the best mechanic in our area was this chap Blair Talbot.

Happiness followed. I returned to the USA, went to the Rennsport Reunion that weekend, I met Ellen Beck that week, picked up the Porsche the next weekend. And I met Blair a week later.

All was good until Blair shortly afterwards closed his shop near Rochester. I then had my first dose of "Porsche Panic" ... ie: what to do now? Before the panic settled in or was resolved Blair called to say he would take care of a few of us with the older cars. And that was the beginning of service to my 911 and many, many interesting conversations.

Servicing the car at Blair's shop involves more than up fixin der Porsche. It involves a complete explanation of what has happened, why it happened, what work he has done, cautions to take in future, etc. Following the completion of the job I have always been involved in deep and long conversations about Porsches in general and details of racing cars in particular. Blair's knowledge gained over years runs deep. His perspective is all practical. Mine is more

theoretical ... years of reading and dreaming of designing and building a car. Geometry for suspensions which rattles around my brain comes into reality perspective during these conversations. And when Blair and I are not talking cars Barb joins in with food conversations. Oh, we do enjoy a good curry.

Early in '06 I detected Blair was really busy with a house job and time was short. I wondered what we would do if my Porsche repeated it busted transmission act. I wondered if Blair was about to give up on der up fixin and retire in to builder and occasional racer.

Later in '06 we were in to one of those after the job is done conversations wherein Barb and Blair began to talk about the new shop and all the space it offered. Plans for car storage. Plans for two lifts. Plans to tink simultaneous on any number of cars.

"Tink". What is "tink"? "Tink" is a word often found in Blair's conversations. As in: "Dave, I love to tink." Or: "I tinked with it and found out what the problem was ..."

I think this word can be defined as: a process of applying years of experience with a great deal of pleasure until an offending automotive problem is found, and, removed.

On a bright but cold December Saturday morning I visited the new shop to take a few pics and to chat with Blair. Clearly he was excited for the future as he walked around explaining where various pieces of equipment would go, where

cars would be stored, walls that would be covered with Porsche posters, Porsche calendars, (and I hope a couple of Dave Churcher originals), where the tricycle race would be held.

Tricycle race? It is a not un-serious proposal by one of our NCR colleagues. There is space enough. It could be a good way to keep track skills in form through the winter.

As our conversation wound down and Blair began to realize he had yet to take a Canadian visitor shopping for US bargains he said: "Dave, I am so excited."

Now the shop is open and in full swing I hope those interesting chats at the end of a job will continue.

I am sure they will.

---

Since the above story was written and the first panorama photo made a few weeks have passed. On a wet Saturday in early January I returned to see the progress. The lifts were in, the alignment machine was about to arrive, posters decorate the office area, and the shop has a red black yellow colour scheme.

Porsches are every where. Tool boxes are lined up. Andre arrived with his tool box and his daughter Brittany. With teenage enthusiasm Brittany described my 911 as "cute". I corrected her by saying it is "beautiful".

And, Blair is still excited.

*This article has been written as a feature to describe a new facility in our area provided by one of our members. From time to time such articles will appear featuring our members.*



# BLOW YOUR MONEY ON CARS, NOT INSURANCE



Let's face it, the less you spend on insurance, the more you'll have to spend on the car of your dreams. So call Hagerty. Since all we insure are collector car owners – the safest drivers on earth – our rates are ridiculously low. So blow your dough on something fun for a change.



**Allstate**

The Michael A. Bernier Agency, Inc.  
Allstate Insurance Company  
400 Amherst Street  
Nashua, NH 03063-1241  
Tel 603-889-5800

FUELED BY



COLLECTOR CAR & BOAT INSURANCE

[www.autowerkesmaine.com](http://www.autowerkesmaine.com)

**AUTOWERKES**  
European Auto Sales and Service

**207-582-2002**

Located with Ayer Auto Restoration, Brunswick Rd., Gardiner, Maine

**BMW ♦ Porsche ♦ Mercedes ♦ Audi**

Late Model Diagnostic Specialist  
Factory Diagnostic Information  
Corner Balance and Alignment  
Carb & MFI Tuning

25 Years Experience

## DRIVERS' ED

Paul Frucci - DE Co-chair  
Bob Pickul - DE Co-chair



On March 10<sup>th</sup>, the North Country Region Tech Chairs will be sponsoring two High Performance Driving sessions at Porsche of Nashua. Phil Lombardi of Skip Barber Racing School will be sharing his knowledge of high performance driving and racing. At 10 AM Phil will conduct a novice session for those who have never participated in a Drivers Education event and are considering it, and in the afternoon at 1 PM he will focus on advanced driving techniques aimed at more experienced drivers. I strongly encourage anyone who has not yet gotten the “bug” to participate in this very informative session. You’ll also be able to check out all the new Porsches in the showroom!

There are a lot of misconceptions about Drivers Education events that keep some from trying out this fun and safe activity. (Of course, I will admit to being a total addict having reacquired the disease 6 years ago after a 15 year hiatus while my kids were growing up and Porsches were not our family’s highest priority. I gave up and sold my new 1985 ½ 944 after my 18 month old son threw up in the back seat. I never could get that smell out of the car!).

Let’s clear up one misconception right from the start; NCR Driver Education events are **not** racing, preparation for racing, or a competition of any kind. There are no winners or losers. There are no prizes. The whole idea is to provide a safe, structured and controlled teaching environment in which partici-

pants can learn advanced car control techniques...and for every participant to bring their Porsche home in the same condition it arrived in.

We all know we have a high performance vehicle in our Porsche. What a Drivers Education event does is to afford participants the opportunity to experience first-hand the capabilities of their Porsche in a controlled environment and to acquire skills that will improve their driving abilities on and off the track.

But most of all it’s about having fun, being safe, and enjoying the camaraderie of your fellow PCA club members. And you can use the experience to improve your safety and driving ability on the street.

So if you’ve ever thought of participating in an NCR DE event and have been apprehensive, I ask you to consider the following:

You will have an instructor with you at all times as a Novice driver

Passing requires that the car being passed give a signal before a pass is executed, so there is no “race” type of passing. No pressure.

You will end your day with an increased confidence level in your own and your Porsche’s abilities.

All Driver Education events are organized with safety as the primary consideration, and with the aim of providing great fun for all participants.

You will not harm your Porsche. They are built to be driven and are in their element on the track.

You'll hang out with some great people!

Registration for NCR Driver Education events opens March 1<sup>st</sup>. There is a wealth of information on the NCR web site that can help the uninitiated learn

more and prepare for their first event. If you have any questions at all, please feel free to email me or Bob Pickul at [de@ncr-pca.org](mailto:de@ncr-pca.org).

We have a great season in store for 2007, and I hope to see you at the track!

Paul Frucci



*JUDY HENDRICKSON CHASES MATT ROMANOWSKI. NHIS OCTOBER '06*





*JAY GRATTON AT NHIS OCTOBER '06*



*MATT ROMANOWSKI IN TURN 1 AT NHIS, OCTOBER '06*

## THE SLEIGH RIDE THAT WASN'T

---

**By Judy Hendrickson, Miriam Dunster, Joe Kraetsch, Lisa Roche, Larry Singer, Paul Tallo, David Churcher, Helmi Churcher, Bob & Laura Futterer**

A starry night greeted ten hearty NCR souls. As the snow hadn't yet arrived, our sleigh became a wagon with hay.

Our driver, Skip, and faithful Belgians, Pat and Roy, took us on a turbo charged tour around the farm. Lights glittered, cameras flashed, wheels rumbled. Helmi must have gotten fresh with a tree as she got slapped by a branch somewhere along the ride.

The headlights revealed they were really taillights. Fortunately, there were no exhaust fumes.

Around the campfire Judy demonstrated the fine art of roasting marshmallows in layers while Lisa just wore hers.

Attempts at song were made by Larry — “409, 409, she's so fine my 409.” But none knew any Porsche songs.

Much double entendre reigned— Skip got married December 31st, they got married for better or worse— she couldn't have done better and he couldn't have done worse.

A fine evening it was. All that was missing was our fearless leader, Ivy, who had come down with the stomach flu. So next sleigh/wagon ride come on out and join the fun.

### *OUR HAPPY GANG APRES SLEIGH*





*HOT HOT HOT*

**FOR MORE PHOTOS LOG ON TO THE NCR-PCA WEB SITE.**

*OUR HAPPY GANG ON THE WAGON*





*JUDY PREFERS HER MARSHMALLOW A LITTLE RARE*

*LISA AND JOE  
MELLOW  
APRES  
MARSHMALLOW*



# BLAIR TALBOT MOTORS

*supporting enthusiasts since 1984*

Re-opened January, 2007



Now accepting service-  
appointments, as usual

Safe, secure storage- \$5/day

photo: Tom Meier

Blair Talbot Motors  
89 Industrial Park Drive  
Dover, NH 03820

tel 603-740-9911  
fax 603-740-9914  
e-mail [talauto@aol.com](mailto:talauto@aol.com)



**DIRECTIONS:**

Spaulding Turnpike, exit 8W; RIGHT at lights onto Rte.9/Littleworth Road;  
over bridge; 1st LEFT onto Industrial Park Drive; after bend, #89 on right. WELCOME.



# THE NEW PORSCHE MUSEUM

One of the great pleasures of living in Germany was the proximity of the Porsche museum. I was a frequent visitor. Now the new museum is almost completed. It is massive when compared to the old museum. It will house a complete history of Porsche. A return to Germany is a must and, perhaps, we should ask our Social Chair to organize a "treffen" for us.

The accompanying two photographs, and the following text, is from Presse Porsche.

David Churcher

30 Northlander

The new Porsche museum takes to the air.

Stuttgart. 450 days after the groundbreaking ceremony, the shell of Dr. Ing. h. c. F. Porsche AG's new museum in Stuttgart Zuffenhausen is largely completed as 2006 draws to a close. An important construction phase is thus concluded: the underground car park, ground floor, first floor and central girders, the "cores", made from reinforced concrete have been constructed. At total of 21,000 cubic meters of concrete have been used. The around 100 employees – partly thanks to the mild weather of recent weeks – have made rapid progress, even during the cold season. Many night shifts were arranged to lift major parts of the construction into place by crane, and on several occasions Schwieberdinger Strasse (B 27) was closed on one side during at night when there was little traffic on the roads.

Lift shafts, stairwells and service channels are now in place in the three build-

February 2007



ing cores. These also serve as heavy load-bearing supports for the exhibition area, which will cover 5,600 square meters and hover over the first floor as a building in its own right. Employees are currently pulling eight inch-thick steel wires through one of the Y-shaped supports. Each of the 22 meter-long wires is secured as an abutment and must be prestressed with a tensile force of 300 tons using a special apparatus. The technology being used is derived from bridge construction and is required on static grounds – to provide sufficient support for the audacious architecture of the new Porsche museum. Once completed, the exhibition area will weigh 35,000 tons and will house 80 valuable museum vehicles and 200 further exhibits from the history of the Zuffenhausen-based car manufacture.

In the meantime, the futuristic museum with its striking contours is now beginning to take shape. The actual exhibition area is being constructed as a steel shell. 500 of a total of 6,000 tons of steel are already in place. The imposing frame construction – similar to those used in

ship and aircraft construction – sketches the future silhouette of the museum, which is located directly adjacent to the parent factory and is expected to be completed in the second half of 2008.

“The steel girders have a span of up to 60 meters and are bridged between the supports. This design creates the impression that the exhibition hall is hovering above the rest of the building,” remarks Christina Becker, project manager for the new museum construction. The steel construction work is being continued section by section from east to west (from the S-Bahn overpass in the direction of Porscheplatz/Porsche showroom) and is expected to be completed in 2007, when the facade will be complete and the interior construction can begin.

“We would like to take this opportunity to thank sincerely the many car drivers on Schwieberdinger Strasse for the patience they have had to display at times in area of the construction site: However, their future reward will be an architect-

CONTINUED ON PAGE 33



## Tool and Equipment Connection, Inc

63 George Leven Drive North Attleboro, MA 02760

888-594-7800

info@teclifts.com

# Offering equipment solutions to improve your garage environment

- Service lifts
- Storage lifts
- Motorcycle lifts
- Jacks and stands
- Cabinetry
- Workbenches
- Lubrication equipment
- Waste oil management
- Compressed air systems
- Exhaust extraction



**LISTA**  
MAKING WORKSPACE WORK<sup>®</sup>

## Lifting Your Expectations Since 1984

[www.teclifts.com](http://www.teclifts.com)



CONTINUED FROM PAGE 31

tural masterpiece that will form a gateway to the city of Stuttgart and significantly enrich Zuffenhausen," remarked Anton Hunger, Head of Public Relations at Porsche AG, who is also responsible for the new museum. Stuttgart will gain even further appeal thanks to the construction of the Porsche and Mercedes-Benz museums. Car enthusiasts from all over the world will travel to the Swabian city to gain a fascinating insight into the history of car construction.

The new museum building covering 24,000 square meters, which was designed by the Viennese architects Delugan Meissl, also houses the Porsche archives and a special workshop for historic vehicles. The workshop, which is home to the 300 vintage cars from the Porsche depot, can also be used by private customers who want to restore or service their valuable vehicles. On completion, the museum will also boast a coffee bar, a museum restaurant, and conference area, and an exclusive restaurant operated independently by the museum.

---

**WANTED**

**WRITERS, ARTISTS, AND PHOTOGRAPHERS**

**LONG HOURS, NO PAY, TOUGH DEADLINES, TOUGH EDITORS**

**PLEASE APPLY: [NORTHLANDER@NCR-PCA.ORG](mailto:NORTHLANDER@NCR-PCA.ORG)**

**The newest source for Porsche Parts**

**apex**  
*Performance Parts*

**From longtime North Country Region  
members Jay Gratton and Matt Romanowski**

**[www.Apex-Parts.com](http://www.Apex-Parts.com)**

**PORTERFIELD**  
RACING BRAKE PADS

**BOSCH**

**TERRACORLE**



## **Stuttgart Northeast, Inc.**



**SERVICE FOR PORSCHE & MERCEDES BENZ**

SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette  
Owner - Technician  
978 777-3077  
FAX 978 777-9985

507 Maple Street  
Route 62  
Danvers  
Massachusetts 01923

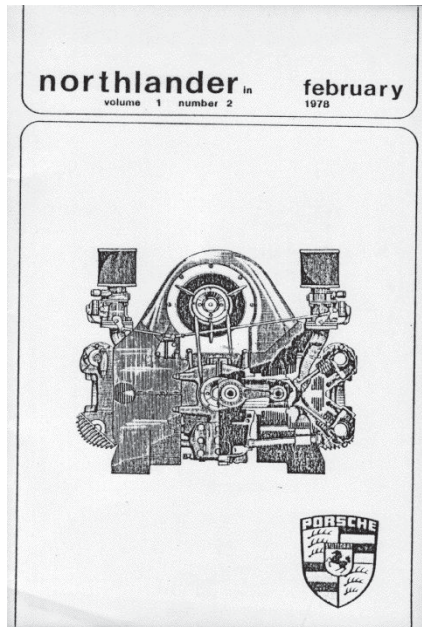
## Judy Hendrickson

This month we continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10<sup>th</sup> year.

### 30 Years Ago (Volume 1, Number 2) February 1978

The first thing that caught my eye was the inside front cover ad – Porsche creates a new Porsche – the 924! Michael’s President’s column reported the impending vote by mail of the PCA Executive Council on our charter and the planned charter presentation party on March 18<sup>th</sup>. Six autocrosses, a rally and a tech session were the announced planned events for the year with a calendar showing the first half of the year with these NCR events as well as other local sports car events – Ice Races on Newfound Lake by the COM club. NER was holding AXs at the old Orange Airport back then.

Editor Jim Smith reprinted the PCA Legislative Liaison Bulletin No. 5. This is no longer a position on the PCA National staff, but, back then, many things were happening in DC that impacted us. This report dealt with the status of air bag legislation and minimum fuel economy standards. Air bag legislation had been defeated for implementation in 1982 and PCA was encouraging the fight against such legislation and encouraging increased use of seat belts as a better way to save lives. On the fuel standards front, proposed numbers would essentially mean the end of Porsche as we knew it – either doing away with it altogether or so emasculating it that it would no longer be a “sports” car.



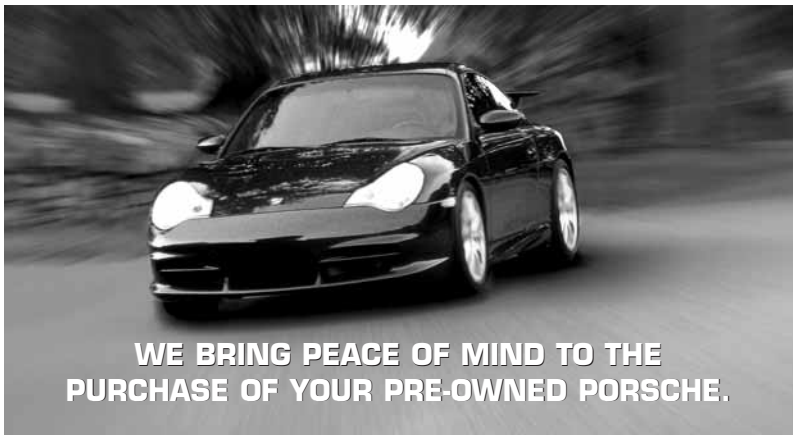
There was a tech article on CD Ignition for the 914 – Another solution to the 914 starting problems, a member profile on NCR Treasurer, Mitch Manseau and his wife Joanne, another pencil rally and more cartoons from E Zelz. There’s a small world story with Joanne and I – we were fellow classmates in Air Force Officer Training School at Lackland AFB in late 1969. The Treasury had a balance of \$93.99.

The most interesting item was a short narration (Chapter 1) of how we came to be. See page 44 in this issue for a reprint of this narration.

### 20 Years Ago

No February 1987 issue.

weissach  autohaus  
PRE-OWNED PORSCHE DEALERSHIP



## Dan Jacobs and Phil Cracco

announce the January 1, 2007 opening of Weissach Autohaus,  
a pre-owned Porsche dealership in Oxford, Connecticut.

Come visit our new, 4000-square-foot showroom (the former location of Daniel Jacobs' Hairy Dog Grrrage now in larger facilities at Suite 7E). Inspect our entire inventory of beautiful pre-owned Porsches, or view it at [weissachautohaus.com](http://weissachautohaus.com).

### WEISSACH AUTOHAUS PEACE OF MIND MEANS:

- 40 years of Porsche service experience
- Warranty standard with every sale
- 96-point inspection of every car
- Porsche purchase you can trust

Weissach Autohaus LLC, 115 Hurley Road, Suite 6A  
Hurley Farms Industrial Park, Oxford, Connecticut  
TOLL-FREE 877-WEISSACH (877-934-7722)  
[www.weissachautohaus.com](http://www.weissachautohaus.com)

**JOIN US  
MARCH 24th**  
for our *Grand  
Opening Celebration!*

**New Arrivals** See our complete list of inventory at [www.weissachautohaus.com](http://www.weissachautohaus.com)

**2004 911 Turbo Cabriolet**  
Zanzibar Red/Savanna  
Gorgeous car

**2003 911 C2 Cabriolet**  
Grey/Grey  
Sport exhaust sounds great

**1979 911 Turbo**  
Black/Cork  
Over 500 hp

NOW OPEN NOW OPEN NOW OPEN

### 10 Years Ago (Volume 20, Number 1 (February/March 1997))

Not sure what happened to a January issue, but this one is clearly labeled Number 1.

Officers are President: Fred Bruch, Vice President: Ellen Beck, Secretary: Scott Martineau, Treasurer: Steve Baker, Membership Chair: Bob Tucker, Newsletter Editor: Miriam Dunster and Past President: Judy Hendrickson. We also now had a growing list of Committees (Autocross, Technical, Safety/Senior Advisors, Driver's Ed & Club Racing and Rally).

The newsletter is an impressive 32 pages and back to its 8.5 by 5.5 format with heavy stock cover and trimmed, clean appearance. Format is definitely computer created with a publishing layout program. It boasts an impressive six feature stories, four stories on upcoming events and seven regularly appearing columns. The Internet is definitely gaining ground. Everyone has an email address listed and a list of PCA Region/Porsche related website addresses are offered for perusal. The Treasury is up to a balance of \$9481.81 with annual expenses of just over \$30,000. The articles and columns are upbeat and it is obvious everyone is having a good time. Abe Anderson thanks everyone for receiving the first Doug Hendrickson Enthusiast Award. There's a pull out calendar for the fridge outlining not only NCR events (and there are many) but neighboring region events and Zone 1 events as well. Based on info in some of the columns we are only in the second year or so of putting on DE's as we added a second event – a 2-day event at NHIS run jointly with Metro NY. There are articles on every aspect of PCA life, DE,

Club Race, Rallies, Tech material, etc. Many articles aren't necessarily about things automotive, but just fun narrations of events in people's lives. It's a reminder that material for the *Northlander* then and today need not be Porsche or even car related, just of human interest. It's a way for us to get to know one another better, to gain insight to one another.

So, that said, put pen to paper or fingers to the keyboard as it were and let your fingers ramble over some event or experience that stands out more or less in your memory. Share it with your fellow Porschefiles in NorthCountry. Don't worry about your spelling or grammar. We have people to fix all that. Be a participant, not a sideliners.

**28,000 DIN  
horsepower  
all under  
one roof**

- New, used & rebuilt Porsche® parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

**800.767.7250**

Tel 510.782.0354 Fax 510.782.0358  
[www.partsheaven.com](http://www.partsheaven.com)



**PARTSHEAVEN**

# CARPARTCONNECTION.COM



Buy quality domestic  
and import auto parts at  
**low prices**



brake pads



coolant



fuel filters

Acura, Audi, BMW, Cadillac, Dodge, Honda, Infiniti, Lexus, Mazda, Mercedes, Mini, Saab, Subaru, Porsche, Toyota, Volvo, VW, and much more are in stock and ready for immediate shipment.



spark plugs



rotors



water pumps



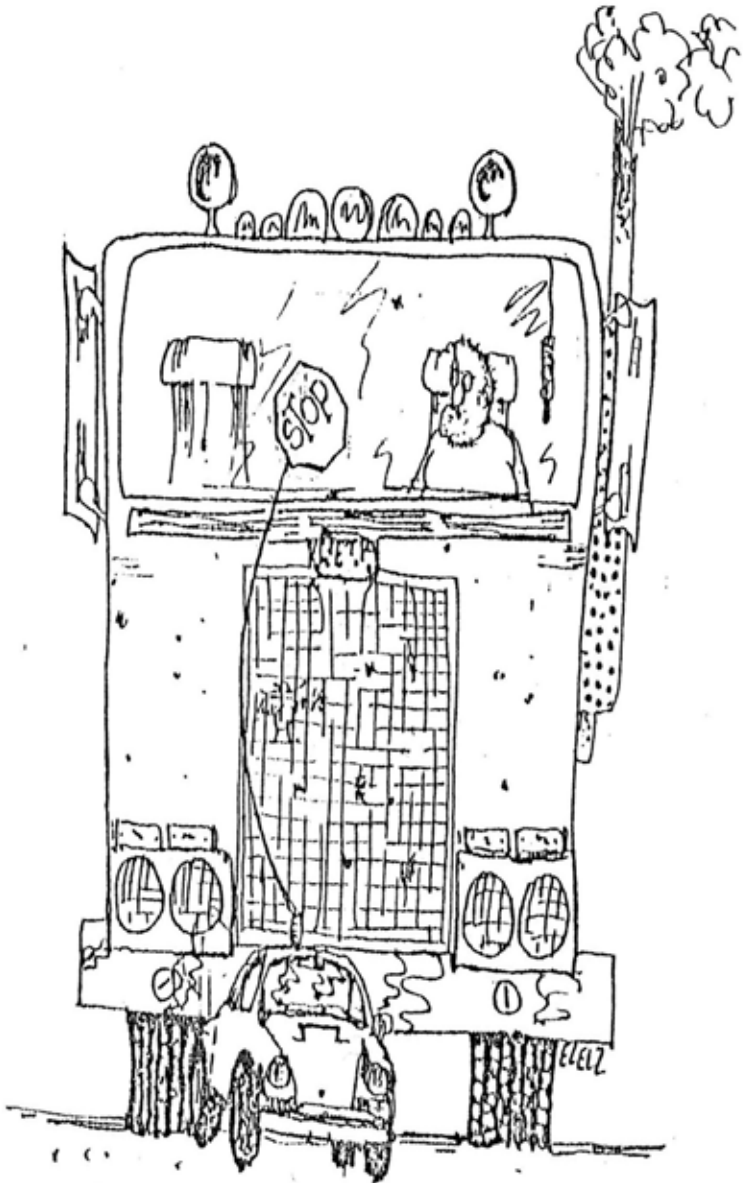
radiators



struts

**PARTS@CARPARTCONNECTION.COM (978) 535-0636**

Disclaimer: Parts sold and installed in shop are priced accordingly based on warranty and overhead costs.



## PAST:

The formation of North Country Region now a reality, perhaps the history of should be recorded from the first.

The first chapter follows.

A void in geography and a thirst to meet new people.

Discussions more or less on or about August 1977.

Determination mid September, first documented meeting October 7, 1977.

(ed. note; of those present little was known as to the numbers of potential members but all agreed that things must happen before the next thaw.)

Meeting for organization of new region October 7, 1977

- 1 ) Attendance: Michael Grishman, Mary Staley, Jim Smith, Jody Smith, David D'Orazio and Susan D'Orazio.
- 2 ) Review of Northeast Region Board of Directors meeting, Oct. 3, 1977. The Board of Directors voted in favor of giving territory in Vermont (all except Bennington County) and all of New Hampshire state. We need a letter from Northeast stating this, to be sent to National with the petition for charter.
- 3 ) Region name: White Mountain Region- this excludes Vt., Northern New England Region, North Mountain Region,



---

Yankee Region, White Birch Region,  
and North Country Region.  
Motion made to choose North Country  
Region Motion was seconded. All  
present voted in favor of this name.

- 4 ) Officers: Is it necessary to appoint officers yet? According to the Procedures Manual, a list of the President Vice President, Secretary and Treasurer is included in the petition for the charter. Should these people be elected on Nov. 6, 1977 or should they be temporary officers, appointed this night, to be kept until an election can be feasibly held, once the members know each other? After much debate it is decided that the officers should be appointed tonight, The officers will be President, Treasurer, Secretary, and one or more Vice Presidents who will actually be governors from different geographical areas. The President will be a director which the Vice President(s) must check through in order to coordinate events, trophies, etc.. Election of officers to be held at end of this meeting.
- 5 ) Drafting of letters for PCA members and also non PCA members, to join the new region.
- 6 ) Proposed slate of officers:  
President: Michael Grishman  
Vice President: David D'Orazio  
Secretary: Susan D'Orazio  
Treasurer: Mitch Manseau
- 7 ) Writing of Bylaws, to be done on Oct 22, and to be submitted shortly after (or

with) the petition for charter.

- 8 )Meeting place for November 6,1977 to be found in Concord, N.H. on Oct. 10,1977 by Mary Staley and Susan D'Orazio.
- 9 )Treasury, \$40.00 donated to the treasury by those in attendance, to start off the region and to cover mailing and the meeting room.
- 10)Meeting adjourned. Next meeting to be set up after the bylaws are initially written.

End chapter one.

---

## A Porsche Moment

*by Ted Smith, Golden Gate Region*

It's 7:45 a.m. I'm going North on Highway 280 out of Woodside towards San Francisco. Cruising at about 80mph in my '83 red/black 911 Cabriolet, I'm gaining on a black on black Carrera Cabriolet. Going just a bit faster, I pull along side to pass. It's Roger Craig, the ex-49er running back. I look over, smile and nod, he smiles, nods . . . and at that moment a new 993 Cabriolet, Guards red with black top, blows by us like we were parked and we catch a glimpse of her blond hair. I look over at him, we both crack up laughing . . .



# The High Temperature Zone

by Bruce Whittier

The cooling system in your car's engine is its high temperature zone. A neglected cooling system can cause problems that can range from a plugged heater core to a blown head gasket.

If the cooling looks good it still may be bad. The color of the coolant doesn't give its true condition. In most cases the coolant still looks fine but the "PH" level has dropped to a point that can no-longer fight the destructive corrosion that forms in the cooling system.

For years, there have been debates about when to have the cooling system in your car flushed. We recommend that the system be flushed every two years. With today's recycling machines this a quick inexpensive way to keep the cooling system free of problems.

## Transmission or Transaxle

The transmission in your car runs at a much higher temperature than did their predecessors. Today 90% of all transmission failures are due to overheating. The oxidation rate (which determines the useful lubrication life) of ATE doubles for every 20F increase over the normal operating temperature of 175, which means fluid that's formulated to last 100,000 miles will only last 50,000 miles at 195, or 3,000 miles at 275.

We like to change the ATF in the transmission every two years or 30,000 miles which ever comes first.



## Often Overlooked Brake Fluid

As you may have noticed ABS brake systems are appearing on most new cars. Fortunately, the electronics involved are showing themselves to be very dependable. Most of the problems we see are from water getting into the system and this leads to corrosion and crud in the lines and valve body used in this system.

For years most manufacturers made nary a mention of the need to flush the brake system. Now the manufacturers are calling for regular intervals. They know now this is the only way to get rid of moisture, rust and the ashy residue that forms for burned glycol.

This has always been sensible maintenance, but now with the presence of ABS it becomes even more important. A brake system flush is cheap insurance against big dollar repair bills.

Recommended intervals range from one to three years. I like to change the fluid every two years.

FROM FEBRUARY 1997 NORTHLANDER



*Above: A streetrod. That's a wild engine erupting out of the front of this street rod. I don't know how the driver could see beyond all that chrome!*

*Below: Variety is the spice of life even at car shows. There were several bikes decked out like this Suzuki, with ample chrome and low profile tires.*



*Fiery Mitsubishi - Not sure what is most impressive about this Eclipse's backside: the two monitors in the trunk, Satan scowling on the bumper or those stamped out tailpipe flames.*



*The Dodge Viper "right out of the box" is still elegant in its subtleness*



Schroth · Sabelt · Brey Kraus · Motec · Stack · Brembo · Bilstein · Recaro · Pagid ·

Brembo · Bilstein · Recaro · Pagid · AP · Alcon · JRZ · Moton · Eibach · Hypercoil · Bosch · Fikse · BBS ·

Alcon · JRZ · Moton · Eibach · Hypercoil · Bosch · Fikse · BBS · Schroth · Sabelt · Brey Kraus · Motec ·

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

We use only the finest parts available from Porsche Cars North America and Porsche Motorsports, as well as those from carefully chosen aftermarket manufacturers who share our commitment for uncompromising quality and performance.

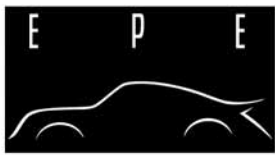
*EPE* has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

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

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

Happy Motoring  
Jerry Pellegrino

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



EUROPEAN PERFORMANCE  
ENGINEERING, INC

## Meister Restorations Corp.

The Finest of ALL Porsche Restorations



**Complete in-house services offered:**  
Metal Fabrication • Body & Paint Work  
Mechanics & Machining • Interior Work

ROUTE 28 • NORTH BARNSTEAD, NH 03218

PO BOX 846 • ALTON, NH 03809

TEL/FAX: (603) 776-3561

RAINER COONEY • JERRY DASCOLI

# Precision Imports



Your  
Authorized  
Service Center

**Nelson Brooks is shown  
operating Precision's new  
Porsche scan tool**



Call (603) 624 1113

Toll Free 1 800 464 2031

183 Faltin Drive, Manchester, N.H.

# Everything to keep you safe

Motul & Red Line Fluid • HANS Device • Suits, Shoes & Gloves  
Recaro & Cobra Seats • Bieffe, Arai & Bell Helmets

## SCHROTH RACING



3 First Ave • Peabody, MA 01960  
Mon-Fri 9am-7pm, Sat 10am-2pm  
[www.hmsmotorsport.com](http://www.hmsmotorsport.com)  
888-467-3269

# HMS motorsport



**YOUR CARD CAN  
BE HERE FOR ONLY  
\$55/YEAR!  
CONTACT THE  
EDITORS!**

IMPECCABLE AUTOMOTIVE INSTALLATIONS

P E R F O R M A N C E

---

E L E C T R O N I C S

STUART N. JONES 603-378-2004

FROM THE SHOW  
TO THE SHOP  
TO THE TRACK.

LET US  
GET YOU THERE  
AND BACK.




**IRON HORSE**

Epping, NH 603-679-8004

**CAR CARRIERS**


ANTIQUES - RACECARS - SPECIALTY CARS  
DOOR TO DOOR SERVICE



**Foreign  
Auto  
Repair**

603-887-0911  
219 Main Street  
Sendown, NH 03873

LLC  
Christopher Loader  
European Specialist



MICHAEL GRISHMAN

**FOREIGN  
INTRIGUE.**

48 PINE HILL ROAD  
BERWICK, MAINE 03901  
207/698-1000  
FAX: 207/698-1001  
[www.foreignintrigue.com](http://www.foreignintrigue.com)

Lavallee/Brensinger Architects  
 Architects  
 Interior Designers  
 Planners

603.622.5450 www.lbpa.com



**Jon Gilbert**  
 Owner

**Tires To You, LLC**  
 The Tire Shop On Wheels

Brand Name Tire and Wheel Sales  
 Mounting, Balancing and Rotation at Your Home or Work  
 Fully Insured


1-866-837-8473  
 tires2u@metrocast.net  
 Barnstead, NH

**2006** Certified Sales Professional

**Harry Dean Robinson**  
 Certified Sales Manager

**Porsche of Nashua**  
 170 Main Dunstable Road  
 Nashua, NH 03060

Phone: 603 578 3760  
 Fax: 603 595 1708  
 Toll Free: 1 800 486 2834  
 E-mail: hrobinson@porschenashua.com



**PORSCHE**



**STIBLER ASSOCIATES, LLC**  
 space planning interior design

PHYLLIS L. STIBLER, ASID

306 Highlander Way  
 Manchester, New Hampshire 03103  
 P. 603.623.8952 ■ F. 603.623.0593  
 www.stibler.com




Black River Design, Architects  
 Montpelier, VT 05602

**BLACK RIVER DESIGN**


**DAVID CHURCHER  
PHOTOGRAPHY**

603.799.4688  
DavidChurcher@comcast.net

**Sports Car Workshop**  
Ph: 207-985-6661 ~ Fax: 207-985-9099  
Corey Jacques E-mail: sportsscar@gwi.net  
www.sportscarworkshop.com  
2210 Portland Road ~ Arundel, Maine 04046



**Dan Witmer**  
Certified Sales Professional



**PORSCHE**

Porsche of Nashua  
170 Main Dunstable Road  
Nashua, NH 03060  
Phone: 603-578-3759 Fax: 603-595-1708  
Toll Free: 800-486-2834  
E-mail: dwitmer@porschenashua.com

**2006 Certified  
Sales Professional**

**WELLS FARGO HOME MORTGAGE**

**Scott Murray**  
Home Mortgage Consultant



**Wells Fargo Home Mortgage**  
2 Executive Park Drive  
Bedford, NH 03110  
603 626-6222 Office  
603 626-6220 Fax  
603 493-7911 Cell  
800 964-2226 ext. 3931 Toll Free  
scott.murray@wellsfargo.com  
<https://www.wfhm.com/wfhm/scott-murray/>

# THE MART

The Mart is a free service to NCR members and other PCA members (space permitting) for their personal property. Commercial Advertising in The Mart is on a space available basis for \$10 per 10 line ad per issue. Submit ads to the Editor.

\* Indicates number of times ad has appeared.

**2002 Saturn SL1\*\***, blue, PS,PB,AT,AC, AM/FM/CD, only 13200 miles, \$7250; to settle estate. Ed Broadhead, 559 County Road, New London, NH 03257 603-526-6578

**2000 Mercedes Benz\*** CLK430 convertible, 8-cyl auto (with manual mode), 51K miles, 4-seater, silver with ash leather interior, blk top, factory in-dash navigation, Premium Bose with 6-CD changer, heated seats, AMG Sport package (AMG wheels, exhaust and bumpers and lower body styling), contour seats with inflatable lumbar support. Second set of wheels included. Very well optioned. Selling to concentrate more \$\$ on track car and travel to more DE's this year !! \$ 24,000/BO Hudson, NH Paul Tallo (603) 594-9696 Days or email [paultallo@yahoo.com](mailto:paultallo@yahoo.com)

**2000 Boxster S\*** with 62,000 miles, Dark Blue with Tan leather, Tiptronic, 18 inch Turbo rims, Turbo brakes (Red calibers), and new Pirelli P zeros. This car is absolutely perfect! No scratches or dings. \$26,000. Call 603-493-7911.

<https://post.craigslist.org/manage/246891193/fxqdi>

## AUTO PARTS FOR SALE\*

Autopower Roll Bar for 911 Coupe 1965-94

New—\$339.95 plus Freight      SELL \$200.00

Alloy Strut Brace                      SELL \$100.00

Weltmeister Camber Plate              SELL \$100.00

Allan MacGillivray 603-673-2030 [babymac1@comcast.net](mailto:babymac1@comcast.net)

## **BTW**

After our planning meeting in November I was relating Miriam's comments on insurance (from Zone 1 meeting) to my colleague Martin from the BMW White Mountain Club. Below is Martin's response. Big Brother is watching!

David Churcher

This has been an issue of debate for a number of years in the BMW club too. Both insurance and factory warranty...

Club racing: definitely not covered.

On-track (non-timed) performance drivers schools: usually (but not always) covered.

On-track (timed) performance drivers schools and time trials: sometimes (but rarely) covered.

Autocross (timed): usually (but not always) covered.

Road rallies (not races) (timed (TSD) or un-timed (Touring)): virtually always covered.

BMW NA was in litigation a while back with the E46 M3 and over-rev issues. As far as I recall, BMW lost and was covering failed engines.

Insurance is another gray area monster itself. It's pretty much at the discretion of the individual insurance companies.

To paraphrase the BMW club's "official-unofficial" stand on insurance and warrantee coverage relating to club events: It is the car owner's responsibility to "know before you go." We tell all participants that they should confirm their coverage from their dealers and personal insurance agents before playing. The club is not liable for "issues" not covered by the manufacturer or insurance companies.

btw- When I was active in auto-crossing in the late 90's in Salem we actually caught (and kicked out) a few "spies" taking photos of license plates of Mitsubishi Eclipse and Eagle Talons at our events for use in potential claim denials.

**LET OUR EXPERIENCE HELP YOU**

**EXOTECH**

**MAINTENANCE – REPAIR**

**9 NEWTON ROAD**

**PLAISTOW, NH 03865**

**Mark Nadler**

**(603) 382-3599**

# ADVERTISERS' INDEX

Apex .....	34
Autowerkes .....	22
Ayer European Auto Restoration .....	Back Cover
Black River Design .....	50
Blair Talbot Motors .....	29
Car Part Connection .....	38
Dan Witmer (Porsche of Nashua) .....	51
David Churcher Photography .....	51
Dover Auto World .....	Inside Front Cover
EPE .....	46
EXOTECH .....	53
Foreign Intrigue .....	49
Harry Robinson (Porsche of Nashua) .....	50
HMS .....	48
IRA .....	Inside Back Cover
Iron Horse .....	49
Lavallee/Brensinger .....	50
Loader Imports .....	49
Michael Bernier Agency/Hagerty/Allstate .....	22
Meister Restorations .....	47
Porsche of Nashua .....	6
Parts Heaven .....	37
Performance Electronics .....	49
Precision Imports .....	47
Sports Car Workshop .....	51
Scott Murray (Wells Fargo) .....	51
Stibler Associates .....	50
Stuttgart Northeast .....	34
Tires to You .....	50
Tool and Equipment Connections .....	32
Weissach Autohaus .....	36

## ***NORTHLANDER ADVERTISING RATES***

<b>per Issue</b>	<b>Full Pg</b>	<b>Half Pg</b>	<b>Qtr Pg</b>	<b>Bus Card</b>	<b>Inside Cov</b>	<b>Back Cov</b>
	\$50	\$35	\$25	\$5	\$55	\$60

*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. Contact the Editor for size and format specifications.*



## Plenty of cargo space. No room for compromise.

Right now at Ira Porsche, experience the 2006 all-wheel drive Cayenne. Precise traction and stability management. Ventilated disc breaks with monobloc calipers. Just a few of the reasons nothing else moves you like the Cayenne.

You Can  
Trust  
**Ira**  
97 Andover Street  
Danvers, MA 01923  
1-800-TRUST-IRA



**PORSCHE**

2006 Porsche Cayenne Lease

**\$495** /MONTH  
48 mos.

Cayenne \$4,995 cap reduction

Cayenne stock# X6022, \$4,995 down plus first payment, security deposit, doc fee and applicable taxes, 48 month lease, 10K miles per year with approved credit.

**AYER** European  
Auto Restoration

[www.ayereuropeanauto.com](http://www.ayereuropeanauto.com)



Gardiner, Maine

(207) 582-3618

**Northlander**

Lisa Roche  
35 Chapman Place  
Leominster, MA 01453

Address Service Requested