

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXX number 7

July 2007



In this issue ...

The art of Marcel Brouwers

The art of Brian Chandler

The art of Simon Bloomfield

A sentimental journey down under

Passion.



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AUTO WORLD



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NORTHLANDER

North Country Region Porsche Club of America
Volume XXX Number 7 July 2007

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Kraftwerkz

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Statement of Policy

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NCR-PCA CALENDAR

JULY 2007

- 1-5 PCA Parade, San Diego, CA, www.pca.org/parade
6-7 Porscheplatz at ALMS, Lime Rock, CT,
www.americanlemans.com
13-15 UCR DE, Calabogie with Upper Canada,
<http://www.pcaucr.org/site/home.jsp>
17 Board Mtg, location: Exeter Mills Apartments, Exeter, NH,
Miriam Dunster, president@ncr-pca.org
20-22 NCR/CVR/NER DE, Mt Tremblant , www.cvrpca.org
22 NCR AX #4, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org
28 Rally School, Time/Speed/Distance (TSD) school, Don Johnson,
rally@ncr-pca.org
29 Time/Speed/Distance (TSD) Rally, Don Johnson,
rally@ncr-pca.org

AUGUST 2007

- 12 NCR AX # 5, Fort Devens MA, Joe Kraetsch,
autocross@ncr-pca.org
14 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
17 NCR DE Advanced, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
18-19 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
18 NHIS Charity Laps and Track Samplers, NHIS, Paul Tallo,
charity@ncr-pca.org
18 Rally, ending at NHIS for laps and dinner, Don Johnson,
rally@ncr-pca.org
18 Trackside Dinner, **PIG ROAST**, NHIS, Paul Frucci,
drivers-ed@ncr-pca.org
25-26 Porscheplatz at ALMS at Mosport, Ontario, Canada,
www.americanlemans.com
26 Car Show/Historical Tour, New London, NH Common
concours@ncr-pca.org

SEPTEMBER 2007

- 6 NCR DE, Lime Rock, CT, Paul Frucci, drivers-ed@ncr-pca.org
7-8 Metro DE, Lime Rock, CT, <http://www.metronypca.org/>
11 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
16 NCR AX # 6, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org

OCTOBER 2007

- 7 Car Show/Picnic/Tour, Budweiser, Merrimack, NH
concours@ncr-pca.org

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PORSCHE

New

'06 Cayenne S Titanium Edition	Iceland Silver	P6222	\$56,900
'08 Cayenne S	Light Olive	P8011	\$69,365
'07 Carrera S Coupe	Arctic Silver	P7048	\$88,820
'06 Cayenne Turbo S	Black	P6219	\$91,900
'07 Cayman S	Cobalt Blue	P7001	\$52,920
'07 Boxster	Black	P7084	\$46,460
'07 Cayman	Guards Red	P7076	\$49,400
'07 Boxster S Tip	Midnight Blue	P7011	\$64,995
'07 911 Carrera Coupe	Black	P7069	\$78,900
'07 911 Carrera Cabriolet	Guards Red	P7016	\$87,900
'07 911 Carrera S Cabriolet	Arctic Silver	P7090	\$102,250
'07 Cayman	Basalt Black	P7079	\$48,900

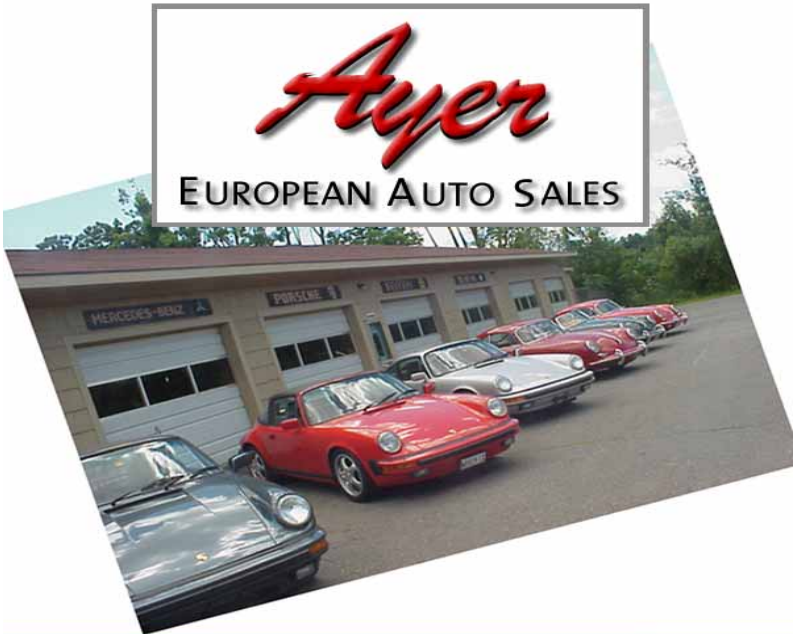
...continued from page 3

- 9 Board Mtg, location: TBD, Miriam Dunster,
president@ncr-pca.org
- 14 Stratham Car Show, Stratham Hill Park, NH, Miriam Dunster,
president@ncr-pca.org
- 11-14 PCA Escapes, Daytona Beach, FL, www.pca.org
- 15-16 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org,
- 20-21 Weekend Get-Away, Balsams, Dixville Notch, NH
Ivy Leonard, social@ncr-pca.org

NOVEMBER 2007

- 10 Banquet/Party, Annual Mtg and 30th Anniversary Party
location:, New England Center TBD, Durham NH, Ivy Leonard,
social@ncr-pca.org
- 13 Board Mtg, location: TBD, Miriam Dunster,
president@ncr-pca.org
- 16-17 Zone 1 President Mtg, Latham, NY, Miriam Dunster,
president@ncr-pca.org
-

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FROM THE DESK TOP



David Churcher - Editor

It is midnight at the oasis again and I am fighting whopper jet lag which is just now keeping me awake. At 4 PM I was asleep. These trips to The Great Southern Land are taxing. But they are worth it.

Today I received my copy of the June issue of *Northlander*. It has, as they say in Adobe Speak, "wow factor." My colleague Tracey has done a wonderful job while I was away playing with Porsches and being a gourmand. While I was doing that Tracey and I were in contact with our usual 50-50 emails. That is: 50% *Northlander* stuff and 50% delightful banter.

In this issue I will, of course, be writing an account of my sentimental journey down under. I will of course be writing about things Porsche but I must digress a little and rave about the food down there. Space permitting I will include a few photographs of the restaurant visits.

When I wrote to Judy Hendrickson to relate some of my restaurant visits there was a delay in her reply. I thought: "my goodness, I have rubbed salt in to a wound ... she remembers last year and is not amused with me." But the reply came and it said: "Ah, the memories!" Last year Judy and I had a blast, as you know, and this year I was able to add to the list of fine restaurants ... finally made it to Stillwater, Moorilla, Fee and Me, and Mr. Wooby's.

At Stillwater I had braised lamb shank and Vasse Felix red wine. At Fee and Me (one of Australia's best restaurants) I had Tasmanian Salmon, Flinders Island lamb, Huon mushrooms, and Apsley Gorge Pinot. Ah, the memories!

Our March issue of *Northlander* had an article about my friend Brian Chandler and his art. In this issue I will include, finally, the painting of a Porsche Super 90 Brian made in 1965. He had forgotten the painting and I had not. Brian found it. And it is not the same as I remembered. So we both have a dose of CRS. I must include a print of the beautiful Maserati 250F drawing. It is not Porsche, but it is wonderful.

More art. The work of Marcel Brouwers is on our July cover and as a spread in the magazine. Wonderful dynamic Porsche art work from Holland. Marcel came to my attention while visiting with Anthony at Kraftwerkz. As you can see we have a shared enthusiasm for the 917.

And, also a contact via Kraftwerkz, the 917 sculptures by Simon Bloomfield in the UK. These beautiful cast pieces are 70 CM long. They must be awesome to see and touch.

An interesting spin off from this trip came by way of a request from my friend David Watters. I asked what I could bring him

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FROM THE PRESIDENT



Miriam Dunster

Hello Everyone

As I write this column this month I have been out enjoying the days of summer with my 944, and not just the nice sunny days. This is the first year that I have driven the 944 in inclement weather which has included some crazy rain storms. Probably storms that I shouldn't have really been out in, but there are times you can not avoid them. As a result, one of the torrential storms previous to an NCR Autocross created a "fish bowl" in the 944 rear wheel well. (Since it has been noted that she retains water I understand why I have always referred to the 944 as a "she"). The day of the autocross I did take some razzing from a few members for bringing the "fish bowl" to the tech line. Of course that is easy to do when you are totally unaware of it being there. I would like to thank my fellow members for draining the wheel well for me while I was out learning the course that day.

Now for a change of focus, you can not imagine the amount of Porsche communications that are received each month either via snail mail or e-mail. I would like to share in this column some of the items that might be of interest to the membership. If you're a Porsche connoisseur then you have probably heard of Porsche Design of America, Inc. According to a recent letter received they are known for their high-quality

men's accessories business. These products are available in Porsche Design stores, shop-in-shops, exclusive department stores and up-market specialty shops. As residents of New England we are lucky to have a store close to us at Copley Place in Boston. So next time you're in Bean Town go check them out. Of course they do have a website www.porsche-design.com, maybe the next rainy day you can check out their site.

On a more local note, one of the many e-mails received was regarding a car show on the seacoast. The event has been held for about 10 years and is organized by the Boy Scouts of Troop 185 in Stratham, New Hampshire. The proceeds of the show are used by the troop to send the kids to camp, buy equipment and other scouting ventures. According to the promotional material it has a variety of car categories, but not many for European sports cars. They are looking to expand this category this year. Currently it attracts about 200+ cars and twice as many spectators. If NCR did not already have two car shows organized on the calendar of events this year I am sure we would have considered promoting this event as one of our activities to assist them in getting a larger contingent of European Sports Cars. However I would like to extend the invitation to all of you to mark your calendar for this event and consider

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THE STARTING GRID



Lisa Roche - Membership

New Members:

Thomas C. Brown Jon Brown	Windham, NH	1989 944T
John B. Caswell Audrey Caswell	Dover, NH	2006 997C2S
Thomas P. Feid Linda Johnson	Rye, NH	2001 911
Philip B. Healy Lee-Ann Healy	Amherst, NH	2007 997T
Eric A. Peterson June-Marie Peterson	Meredith, NH	2001 Boxster
Andrew K. Rockwell	Hampton, NH	2005 997
Bob Sauer Ginger Sauer	Princeton, MA	1985 911
Todd R. Silver Kathryn Stiede	Hollis, NH	2001 911T
Randy Thompson	Meredith, NH	1998 Boxster
Paul A. Valente Bonnie Valente	Wilmington, MA	2007 Boxster

Anniversaries

1 Year:

Douglas C. Dowell Doris R. Dowell	Merrimack, NH	1987 911T
Rick Lessard Ann Lessard	Wolfeboro, NH	2006 Boxster S
Patrick J. Maloney Maria Maloney	Chelmsford, MA	2004GT3
Linda L. Petersen Thomas Snowe	Wells, ME	1988 944S
Ted Stryhas Cheryl Lienhard	Ludlow, VT	2004 Boxster
Wayne Whitcomb Cynthia Whitcomb	North Hampton, NH	2000 911
Karl R. Leinsing	Hampton, NH	1986 944
William C. Brewster Jo-Ann Brewster	East Wakefield, NH	1994 964
Andrew J. Frucci Rand Macksamie	Wolfeboro, NH	1997 911
Matthew S. Gregoire Michele Gregoire	Dover, NH	1987 924
Claire L. Hebert	Laconia, NH	2003 Boxster S
Erik W. Olson	Derry, NH	1987 951
Steven Petalas Vicki Petalas	Hampton, NH	1984 911
Laurie Fox		

Leon Roy Pauline Roy	Nashua, NH	2000 Boxster
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2 Years:

David W. Fox	Center Harbor, NH	1981 911SC
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Robert W. Verge Rita M. Verge	New Boston, NH	1992 911
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John Baldassarre	Nashua, NH	2002 Boxster S
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Scott D. Franklin Ellen Franklin	Wolfeboro, NH	
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Ronnie Sandler Suzie Coughlan	Franconia, NH	1974 911S
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Sean M. Shanny Charlynn Shanny	Shaftsbury, VT	1996 911
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5 Years:

Thomas Gurski Diane Saulnier	Goffstown, NH	1993 968
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Scott R. Murray	Bedford, NH	2000 Boxster S
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Gregory S. Czuba Sherry A. Czuba	Hollis, NH	1987 911
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40 Years:

Jon Grosjean Annette Grenier	Hancock, NH	1991 C2
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AUTOCROSS



Joe Kraetsch

It was a hot Memorial Day weekend but that did not stop 60+ drivers from coming out to Moore Airfield for the second NCR autocross of the year. Temperatures were near 90° but a few clouds in the morning and a good breeze all day kept things relatively comfortable.

Those who came were treated to a spectacular course designed by Chris Darminio. The course was easy to follow, challenging for even the most experienced drivers, but still a whole lot of fun for drivers of all levels. All day long people came up to me telling me how great the course was. When I thanked Chris for the course at the trophy presentation at the end of the day, he received what might be best described as thunderous applause.

Even though people loved the course, the cones took a lot of abuse, keeping corner workers busy and the timing folks even busier. Timing & Scoring gets very hectic when there are a lot of penalties to confirm and record. Tom Gurski and Chris Jacques both did outstanding jobs at Control while Steve Berry, Kevin Bobbitt, Miriam Dunster and Lisa Roche skillfully captured all the car numbers and penalties into the computer. We had a total of 245 cone penalties recorded and that does not include any DNF (off course) runs. There were also a lot of DNF runs most due to drivers trying too hard. I only found two drivers who had all clean runs and I know several drivers did not get a clean run all day—and they still loved the course. Cara Ness was Cone Queen for the day with a total of 13 cones—at least one on every run—yet she still finished 6th in a class of 17 drivers. With as many penalties as we saw, I would normally question the course design but in this case, I believe it is a tribute to the design. People loved the course and literally attacked it. Thank you Chris for a course to remember!

The event ran very smoothly and we were able to get a lot of runs in. With four morning session runs, four afternoon session runs, and a few (but not too many) re-runs, we logged over 500 runs for the day. I want to thank not only my staff, but everyone who participated for helping to make the event such a success.

Our remaining autocross schedule is:

Autocross #4 Sunday, July 22

Autocross #5 Sunday, August 12

Autocross #6 Sunday, September 16

North Country Region Porsche Club of America

Summary Result - NCR Autocross #2 - 2007-05-26

Strict Stock (PAX Indexed Class)

Time PAX

1	S7	Steve Ross	2000 Boxster
157.358		127.460	
2	S8	Dick Demaine	2001 Cabriolet
164.030		134.504	
3	S6	Janus Cole	1989 964
168.892		135.113	
4	S2	Miriam Dunster	1987 944
178.499		140.121	
5	S3	Thomas Snowe	1988 944s
179.068		142.359	
6	S7	Suzy Ascher	2000 Boxster
176.209		142.729	
7	S8	Brian Cooner	1990 911
174.290		142.917	
8	S3	Pete Petersen	1988 944S
189.295		150.489	

Production 1

PAX

1	Tom Tate	1958 Speedster
169.774	169.774	

Time

Production 2

PAX

1	Joe Kraetsch	1988 924S
152.483	152.483	
2	David Case	1987 944
163.732	163.732	
3	Yan Alperin	1986 944
175.991	175.991	

Time

Production 3

PAX

1	Mark Schnoerr	1974 914
148.674	148.674	
2	Chris Darminio	1976 914
151.936	151.936	

Time

3	Sigrid Schnoerr	1974 914
154.230	154.230	

Production 4

Time

PAX

1	Neil Halbert	1990 944S2
153.089	153.089	
2	Kevin Bobbitt	1989 944 S2
155.658	155.658	
3	Francis Oday	1971 914-6
167.236	167.236	
4	Jack Saunders	1990 944S2
217.070	217.070	

Production 5

Time

PAX

1	Georges Rouhart	1993 968
158.308	158.308	
2	Betsy Rouhart	1993 968
178.703	178.703	
3	Gerry Fitton	1981 911SC
178.721	178.721	
4	Tracey Levasseur	1980 911 SC Targa
196.707	196.707	

Production 6

Time

PAX

1	Chris Ryan	1984 911 Carrera
160.207	160.207	
2	Robert Canter	1984 Carrera - Targa
160.617	160.617	
3	George Skaubitis	1993 911 RS America
164.181	164.181	
4	Christine Skaubitis	1993 RSAmerica
173.594	173.594	
5	Jeff Johnson	1987 911 Carrera 3.2
181.229	181.229	

Production 7

Time

PAX

1	Chris Jacques	2001 Boxster
148.972	148.972	
2	Gregory Osche	2001 Boxster S
153.811	153.811	
3	John Leach	2000 Boxster S
155.222	155.222	

4	Paul Tallo	1998 Carrera 4S
170.299	170.299	

Improved (PAX Indexed Class)

Time PAX

1	I6	Charles Stromeyer III	1997 993 Twin Turbo
147.711	126.736		
2	I3	Steve Berry	1989 944S2
149.564	127.578		
3	I5	Eric Kessel	1990 911 Carrera 2
152.612	130.941		
4	I3	Steve Smith	1983 944
162.714	138.795		
5	I3	Alexander Berry	1989 944s2
163.685	139.623		
6	I2	Mike Pratt	1983 944
170.505	144.076		

Modified (PAX Indexed Class)

Time PAX

1	M3	Mark Skala	1970 914-6
146.537	126.314		
2	M4	Ron Mann	1970 911
147.599	127.820		

Novice (PAX Indexed Class)

Time PAX

1	S4	Ivy Leonard	1988 944 Turbo
189.518	151.614		
2	S3	Alex Snowe	1988 944S
198.017	157.423		
3	S6	Jay Wood	1989 911
197.804	158.243		
4	S9	Stephen Lefebvre	2007 GT3 RS
DNF	DNF		

Top Times Of Day

Driver	Time	Class	#
Raw time	146.537	M/M3	75
Mark Skala			
Pax	122.210	P3	914
Mark Schnoerr			



Autocross #2 photographs

by

Paul Tallo

DRIVERS' ED

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



Well our first DE event is officially in the books. While I was unable to be there, all reports were that our “Pre-Memorial Day” event was a rousing success with perfect weather contributing greatly to everyone’s enjoyment. Next up will be Watkins Glen on June 25th and 26th, with Calabogie and Mont Tremblant following close behind during July.

Our next event at NHIS will be a three day “In the Heat of the Summer” blowout which will include a trackside Pig Roast and Barbeque on Saturday night. This is also our annual Make-A-Wish foundation charity laps event, so for those of you who are not DE junkies, you can take some laps around NHIS at reduced speed and help out a great charity at the same time. Track samplers will be available as well, with all proceeds going to the Make-a-Wish foundation.

Our resident Rally Master, Don Johnson, is organizing a rally for Saturday, August 18th which will finish at NHIS in time for the charity laps and the evening festivities. Check out the website for registration information. (Ed note: see centrefold flyer in this issue.)

As I mentioned earlier, I was not at our event at NHIS. I was on a very special trip with my family back to the “old country” (Italy) to celebrate a number of family milestones, which I won’t bore you with

here. It was a great trip, and one of the things that struck me is that even with fuel costs approaching \$7 a gallon, Europeans still enjoy some great cars. Yeah, I saw a fair number of Porsches on the road, but what impressed me more was the number of really nice diesel cars which provide really good performance and fuel economy without sacrificing anything in the way of luxury. The number of Audi, BMW, and Mercedes diesel models we saw was just mind boggling. What I don’t get is why we can’t get more of these great cars over here in the states. It won’t be long before we are paying the same for fuel here that they are paying over there. But now we are going to get into politics, and my liberal views will surface, so I’ll just stop.

So we got back on May 27th and given I did not make our May event, I just “had” to have some track time before the Zone 1 and our event at the Glen late in June. So I headed up to the Glen for two days with NY Metro on the 30th and 31st which fronted the PCA Club race weekend.

It was a great two days, but as it was just before the PCA club race, there were a lot of club racers in the Black and Red run groups using the event as a warm up. Now I don’t have a problem with that, but I do have a problem with participants’ running in a DE event as if it was a race. There were many incidents of passing

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LOOKING BACK

Judy Hendrickson

We continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10th year:

30 Years Ago (Volume 1, Number 7) July 1978

The July issue revealed the Secretary's position was still unfilled. There were BOD Minutes included and I'm guessing Mary Staley, the Membership Chair, took the notes, but there is no attribution given. The cover was another pen and ink 911 from editor Jim Smith. The President's column was bemoaning the lack of participation by the membership. Seems the national records indicated 30+ members but at events only 6 or 7 were showing up. Some things never change, only the numbers are different these days. Upcoming events were another AX and a Pool Party at the Kuerti's. I remember that party, I even have some incriminating photos somewhere.

There was an ad for the National Driver's Association. Remember it was the 70's, we were still putting up with the 55 MPH speed limit brought on by the 1973 oil crisis and folks were now fighting back to bring the 70 MPH speed limits back now that there were no lines at the gas stations. There was a nice tech article on Body Solder – The Lost Art. I suspect it is even more lost today as I don't think EPA these days will allow the 50% tin/50% lead mixture that makes up body solder.

We finally learn something about E. Zelz, the guy doing many of the cartoons featured in the *Northlander* throughout 1978. Eric was a recent high school grad who had been drawing all his life and had had a few "in-print" successes before being asked by Jim Smith, *Northlander* Editor, to draw for the newsletter. Eric indicated he was having a lot of fun drawing the Porsche cartoons and hoped to own one some day. Then PCA National Newsletter Committee Chair and 1978 Parade Publicity Chair had taken note of some of Eric's cartoons and asked to use some of his art work in the 1978 Parade Program. It was the one with the Porsche Convention Banner and showing a number of folks on a dais toasting to a Porsche engine - a nice kudo for a new region and young artist. This issue had several more of his cartoons.

The 2nd AX results were in along with a diagram of the course. Another course to consider when we have to work with a parking lot versus Ft Devens?

The Treasurer's report indicated a checking account balance of \$179.52.

20 Years Ago

There was no July issue in 1987. In fact, the only issues were a January and March issue. I guess the region was having some problems at the 10-year point.

10 Years Ago (Volume 20, Number 4 (July 1997))

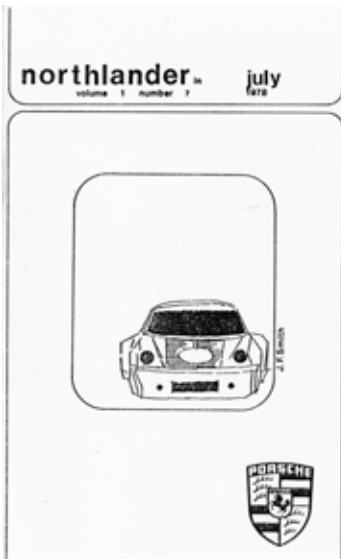
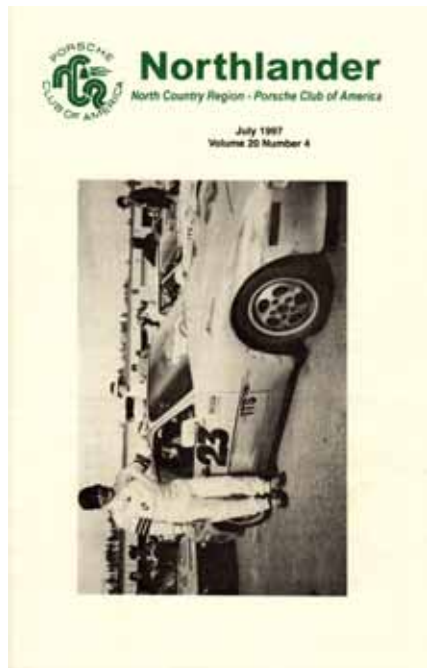
The cover photo was of NCR member Noel Negroni with his 2nd place finishing 944 (SCCA ITS class) at the May 19, 1977 SCCA races at NHIS. The photo credit indicates the car was prepared by NCR advertiser EXOTECH. This is a familiar “picture” as Mark Nadler of EXOTECH is still preparing many NCR members Porsche race cars for SCCA races today.

There were writeups on Tech Sessions at Euro-Sport Motorcar (no longer in business) and EXOTECH (very much still in business as noted above – they also do routine maintenance on regular street Porsches). President Fred Bruch wrote about his adventures at the Lime Rock Memorial Day races and VP Ellen Beck provided a summary of the winning nomination for Porsche Family of the Year Award won by our own Jim, Deb and Jay Gratton at the 1997 Porsche

Parade in San Antonio, TX.

There were “guest” articles from Northeast Region’s and Arizona Region’s newsletters on Choosing A Competition Tire and AX Tips for the Newcomer (respectively).

Finally, there were promo articles for Porscherama – a 3 day mini-parade event sponsored by Connecticut Valley, Metro NY and Northern New Jersey Regions and for NCR’s AX at the Laconia Airport.



continued on page 20...

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photo: Heather Lynne Tobin

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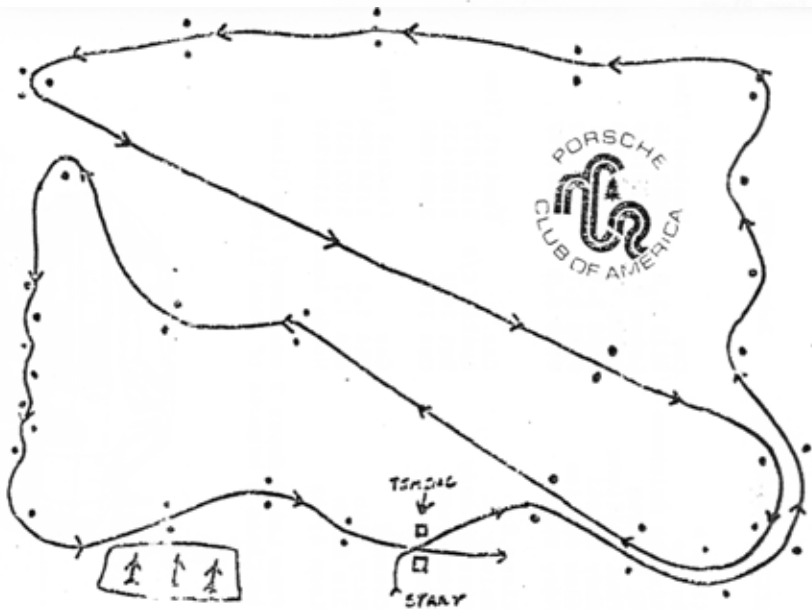
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DIRECTIONS:

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.

...continued from page 18

A Zelz cartoon and an Autocross map from Northlander July 1978





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SOCIAL



Ivy Leonard
Steve Robbins

As the summer time is now upon us we look for more to do. Some of us find more things to do then we actually have time for. Not necessarily a bad thing ...remember life is short and it is important to enjoy it.

Please check the NCR website and your emails for all upcoming events. Especially our Special August event at NHIS and our October 20th Balsams trip.

June 15th was our Pray the Sun Is Out Ice-Cream Social...it was well attended and we all had a great deal of fun. Seeing all those beautiful cars in a row. Wow! What a site to see. A social group we were:

- S** - Super
- O** - Octane
- C** - Cars
- I** - In
- A** - A
- L** - Line

I guess there really is a different meaning to the word social when it comes to the NCR's Porsche group Ice-Cream Social attendees.

For any questions on upcoming events email Ivy or Steve at Socials email address of social@ncr-pca.org



Happy people, going for ice cream



Happy Jack, with ice cream

A SENTIMENTAL JOURNEY



DOWN UNDER

David Churcher

Was this trip back to Australia a sentimental journey, an odyssey, or a pilgrimage? It was really all three. A trip back in time to where I grew up, a long journey (with whopper jet lag at both ends), and a pilgrimage. A pilgrimage is defined as being a journey to a revered place.

Although our magazine, and this article, is about cars I must make some comments on landscape, people, and the food in Australia. We say in the PCA “it is not just the cars. It is the people.” I must paraphrase and say about Australia, Tasmania in particular, “it is not just the people. It is the food.”

What I am saying here is: the people are incredibly friendly and always ready to talk about your trip, their trip, where you will have lunch, etc. And when you do have lunch the quality of the food and wine will be the world’s best. Places like London and Paris might think this is a strong statement but I can assure you the best gourmet experiences to be had are in Australia. Space permitting I will include here some reinforcing photographs.

Porsches cost a lot in Australia. Compared to the USA and factoring in salaries a Porsche is perhaps twice or more what we pay here. This does not deter the Australians. They love their Porsches. Even the Cayenne, which I am told is Aus\$200,000, is a regular sight. Older Porsches, and replica Porsches, are the main theme of this story.

My friends Jill and John had invited me to a couple of days at Greens Beach and Jill had arranged I would meet a colleague of hers at the Maritime College. Steve is a Porsche person. A young man,

about my age. He has a 928S. We were ready for each other ... we both had our photographs ready and a supply of stories to tell. Steve has owned a 912, and has been brave enough to own an Alfa Veloce and an Alfa Sud. But I must relate the following 928S story.

I had asked Steve what he did for service on a 928S in Tasmania. He replied he had done most of it with his own skills and tools. Except for the time when he was tootling along a Tasmanian highway and found a deep rut in the road had jumped out in front of him. The 928S plunged in, grunted, stalled the engine, and all the lights on the dash came on. The starter would not kick in so the car was towed away. After some hours of fault finding the lights behaved but the starter was pronounced dead and a new one ordered. Steve installed the new one and it would turn but the motor would not fire. After much frustration and checking of numbers it was found the wrong starter had been supplied and it was trying to start the motor in reverse direction.

The conversation with Steve came to a conclusion when I felt Jill’s hand on my shoulder indicating we had to move on. She had a broad smile which indicated “the boys” were having a lot of fun with their car stories.

The following weekend was a similar experience. Brian Chandler and I were in to our conversations on cars and automotive art and the massive collection of books Brian has accumulated. Bev, Brian’s wife, paused in her conversation with Tas about their passion for gardening, to make a similar smile in our direction. Yes, indeed, the boys were having fun. Brian showed me a collection of his



*Maserati 250F
at Monaco.*

latest efforts and if there is space enough in this issue I will include a copy of his Maserati 250F drawing. I will certainly include the 1964 drawing of the Porsche Super 90. This is the drawing which had proved to be a bit of a mystery for 40 years ... Brian had forgotten it but I had not.

More Porsche stories? Oh, yes. The pilgrimage part of this story is the visit to Kraftwerkz near Melbourne. This is a revered place to me. This is where Andrew and Anthony build the 917 replicas and have now started on the 906 replica. I was there a little over two years ago and anxious to see what they were up to now. I was not disappointed.

The Kraftwerkz shop is an inconspicuous building at the end of a street in a small country town. The only outside clue there is anything Porsche going on is the 917 profile on the wall next to the building's number. Once inside it is a world of cars and aeroplanes. Two 917 coupes were under construction, the 917/30 Andrew is working on is a work in progress, the 906 chassis is taking shape on the welding table, a Reynard chassis with a Lexus V8 lives in one corner and in the diagonal opposite corner there is

a replica Lola LMP body shell on an aluminum monocoque chassis, with a Lexus V8 attached to a Renault transaxle. Anthony describes this car as "something to scare the neighbours or to scare yourself silly with." Indeed.

I mentioned aeroplanes. Yes ... Andrew and Anthony are as passionate about this topic as they are about cars. My friend John was with me on this visit and he has two vintage aeroplanes. While I got busy with the Nikon their conversation drifted from cars to stories of replica Me 262 and replica FW 109 ... indeed Andrew was away on a well earned vacation but not to play with cars. He was off to the continent and the USA to visit ... air shows.

The work in progress at Kraftwerkz is serial number 023 917 coupe. There is a new construction for the 917 wheels ... it is now a two piece wheel joined by a ring of about 40 screws from behind. This design is stronger than the previous three piece wheel and it still retains absolute replica appearance. The replica 906 wheels are under construction. The 906 body panels for the coming three cars line the wall. The first 906 is due in the USA by September.

Art is a big thing at Kraftwerkz. The reception room has its walls covered with photographs and posters of Porsche 917, 906, and a variety of British and US fighter planes. Anthony unrolled a poster for me to look at and caused me a split second of confusion. It was clearly a Gulf color scheme and clearly a Porsche 917 motif but on an electric guitar. I had just been introduced to the work of Marcel Brouwers.

Marcel is a 38 year old Dutch graphic artist and he has visited Australia. He has a Porsche passion (!) and a wonderful way of bringing it in to his art. For a more detailed description I will quote Marcel's letter in the following paragraph. His artwork accompanies this article and you will have realized by now the cover of this issue is a Porsche 917 painting by Marcel. To see Marcel's web site, or to make contact, go to: www.mbcustompaint.nl

*Brian Chandler
May 2007 at
home in
Kingston
Beach
Tasmania*



I originally worked as graphic designer. A great job, but I discovered that my creativity was gone. I ran on "automatic pilot," and there was not much new to discover in this line of work.

I already had a great interest in auto-racing since 1978. A few years ago I started as helmet painter and this is still my main job. By doing this I can combine my graphic-design background with my passion for auto-racing. Soon I had some requests for art-paintings. Later on the first guitars were painted.



*Brian's 1965
watercolor of a
356B Super 90
at the start-
finish on the
Longford
circuit in
Tasmania*

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In my designs I always try to find an unexpected twist. So I made some designs based on the Gulf Porsche 917, and did the guitar first. A simple design, but it works great on the guitar. To make a whole “package” I did the helmet and the painting. Here you can see how I stick to the basic elements of the Gulf 917, and how they work on different objects. (see page 46)

In my paintings I try to capture the speed and power by using fast pencil strokes and vivid colours.

This is what I like. Good and recognizable designs and style, high quality of work and creativity. I don't do too much, because a good designer knows: less is more. To find a good balance is difficult, but it is worth making the effort.

Helmets, guitars and paintings can be made on request. Even a painting of your own “street-legal” Porsche.

Paintings can be made in different sizes. My philosophy is: do it well, or don't do it at all. It means that I have set myself a high standard of quality. A good eye for design, detail and finishing are very important, because every object has my “signature” on it. I try to give the customers something personal and spe-

cial. This is where I get my satisfaction from.

The visit to Kraftwerkz had to conclude at some point. I was balancing my desire to stay and talk longer against keeping Anthony away from his 906 work and John away from his business in Melbourne. I scanned the Nikon shots I had taken and prepared to say goodbye. The visit was a sentimental one. As we walked to the door Anthony repeated our plans to meet again later this year. We have a plan to meet in California for a photo shoot when the 906 arrives. We have a plan to meet in November, in Florida, at the Rennsport Reunion. Anthony said: “...the first one of us to be spotted by the other buys the burgers.” See, it is not just the cars. It is the people.

Another trip behind me. Another set of jet lags almost over. The sentimental memories linger and once again I hear in my head the lines of the song “*I Still Call Australia Home*”, and I do. But I live in the USA. Good to be back.



65 Urquardt Street, Woodend, Victoria. And Porsche factory drawings for the 906



*The chassis of 906
#1 taking shape*

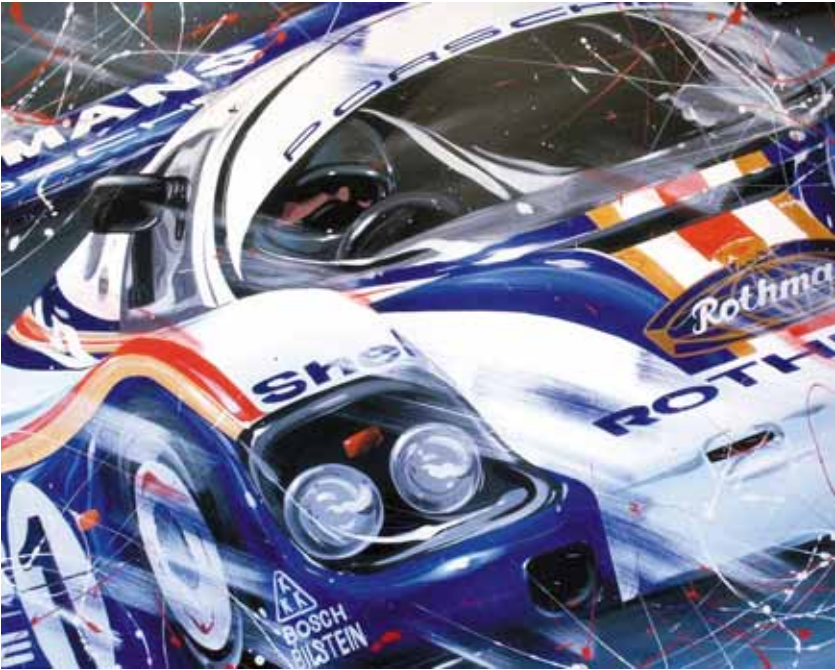


*Body panels for
the 906 ready for
fitting*



*906 ... 917
take your pick*

THE ART OF
MARCEL BROUWERS





continued on page 46...

THE ART OF SIMON BLOOMFIELD



The work of Simon Bloomfield came to my attention by way of the recent trip to Australia. Kraktwerkz had seen the work and passed me the initial photo files of Simon's work. This of course caused me to become excited and contact Simon and ask for more details. Below is the description, in Simons' words, of his work. The models make me reflect on a term used recently in Hank Cowles' article: "jewelry on wheels".

Simon is in the final stages of a 956, based upon the 1983 Le Mans victor. Although it is the same scale as the 917 it is somewhat larger. This model will become part of the portfolio, as will a 917-10 which he plans to start soon.

To learn more, or follow the development, you can watch Northlander or contact Simon at: simonbloomfield@msn.com

The models are made using a similar process to the real thing - that is concentric longitudinal and cross section profiles, which are then skimmed with standard car body repair filler. The actual production models are made from the original sculptures using a high density silicone resin mould, the finished models are then created using a filled poly urethane resin. This is then finished and sprayed using standard auto acrylic paint. The process takes about a week.

The back ground to Autosculpt comes out of my frustration at not being able to buy models in the appropriate scale for my collection. In 2006 I discovered the Mercedes Benz T80 and was immediately struck by its beauty. I decided to model it in 1/12 scale and result is featured in my logo. I had some good feedback and decided to try something more ambitious

David Churcher

continued on page 35...

July 2007

35 Northlander

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...continued from page 34

–the Porsche 917. As there were rumours of a 1/12 scale resin kit appearing and a 1/8 scale was available somewhere I decided to go for 1/6 scale.

The project took 11 months to complete and although the initial build was completed quite quickly, much time was spent ensuring I had built something that was as accurate as possible. As the build up progressed I decided to model both the Wyer and Fin Tail models, that completed I turned my attention to the open back of the model. That the gearbox had to be built was clear, but I added some more detail in terms of the fins. I decided to add drive shafts and thought it would be best to model the rear uprights as well. Shock absorbers followed as well as the catch tank. Cutting a long story short the rear of the vehicle alone is made up of 25 separate pieces. The production version may feature more.

The rear deck does not lift and engine detail is restricted to the fan and its housing.

Both sculptures are based upon Gulf Cars: The John Wyer Tail post Le Mans 1970 to Sebring 1971 and the Fin Tail

Monza 1971. Non Gulf versions can be made with minimal post production re-work.

Dimensions differ for the two cars but are approximately:

Length: 70cm

Width: 35cm

Height: 16cm

Each sculpture is made up of 41 pieces. More may be added for the production version.

Wheels include valves and balance weights. Rear wing air inlets are asymmetric as in the original. Wyer Tail valley aerofoil to NACA 4412 spec. Ventilated brake discs and callipers.

The total production run will be 200 pieces (both versions combined), each piece will be plinth mounted and numbered and come with a Certificate of Authenticity. After 200 have been made the moulds will be destroyed and the original made unusable for further mould production. Price is still to be set.

The first production models will be cast and completed by July 2007 at the latest.

continued on page 36...

...continued from page 16

with no signal, passing after the checker, and generally very aggressive driving. It strikes me that we need to be tougher in enforcing our DE rules of etiquette in situations like this in order to maintain the kind of safety record that we have been able to enjoy. I personally had to take a few people to task for blatant disregard of DE rules. And I was not the only one. But with all that, aside from one incident, it was a safe and enjoyable event. Watkins Glen is a great venue and I hope to see many of you at our joint event with CVR in June!

...continued from page 35



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Questions:
Judy Hendrickson, 603-881-7576, concours@ncr-pca.org

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Model Year _____ Porsche Model _____

Color _____ Body Style _____

NEW LONDON NCR CAR SHOW SUNDAY, AUGUST 26, 2007

Judy Hendrickson



Come join us on the New London, NH Town Common for a Car Show to benefit the New Hampshire Food Bank. Michael Bernier Insurance Agency is our sponsor and Mike will be on-hand to provide on the spot quotes for classic car insurance or other insurance needs. Awards will be determined by People's Choice ballots with final classes to be determined by the entries. There will also be an Overall People's Choice Award and an Honorary Judges Choice Award. There will be a separate class for Race Cars (must have roll cage to qualify). The New London Fire Chief, Police Chief and Town Manager will be our Honorary Judges.

Net proceeds from the event will benefit the NH Food Bank. Additional contributions in the form of cash or nonperishable food stuffs will also be accepted.

While the cars are on display we will be able to tour (about 1PM) the remarkable collections of Bill Kidder at the nearby Ice House (easy walking distance). Cars (many old Fords), toys, fire trucks, tools, you name it, William F Kidder collected it. A most interesting collection. At the end of the Car Show (about 3:30 PM) we'll go over to the New London

Historical Society for more interesting stuff. In addition to the 19th century buildings there is a large collection of horse drawn vehicles including a magnificent Concord Coach.

Bring a picnic lunch or grab a bite at the many eateries across the street and nearby the common.

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The northeast 356 group, TYP 356 Northeast, will be joining us for the Car Show.

Advance registration is \$25/car with on site registration \$30. Please register in advance by August 19, 2007. Download the registration form at www.ncr-pca.org.

Directions: I-89, Exit 11, right at end of ramp, left at Rt 114 (Main St), follow PCA signs for entry into Common on right.

Questions: Judy Hendrickson, 603-881-7576, concour@ncr-pca.org

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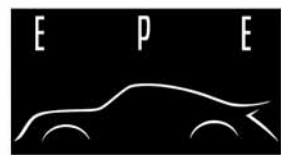
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Happy Motoring
Jerry Pellegrino

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25 Years Experience

...continued from page 6

as a gift in return for the ride to Manchester airport. He asked for a book on the Australians in the Pacific War. My visit to a book shop in my home town with a request for anything on this topic had a very helpful sales lady usher me to a big sofa while she collected the books ... she then left me to read at my leisure. My education was expanded by a large factor. I bought David a book by Arch and Martin Flanagan: *The line*. It's a story written by a son about his father's time on the Burma Railway. "The Line" is the name used for that miserable place where 1668 Australian soldiers, and many allies, died. They say one man died for each sleeper (tie) placed on the line. From this

book I learned about a man who is a hero beyond anything a movie could describe. Sir Edward "Weary" Dunlop was a prisoner for three years. He was a surgeon and operated in those terrible conditions and saved many men and that included Japanese victims too. Having just mentioned movies ... *The Bridge On The River Kwai*, written by Pierre Boulle and directed by David Lean, was based on the line. The books say it was far too romantic and nothing like the hell it was.

I'll stop writing now. We need the space for photographs.

David



Braised lamb shank on garlic mashed

Two photographs of my lunch at the Stillwater restaurant in Launceston Tasmania. Not shown is the glass of Vasse Felix red.



"Set" cheesecake with King island cream

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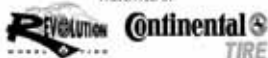
- Patrick Carpentier

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Photography courtesy of Michael A. Coates © www.drivestodrive.com

... continued from page 7

taking a fall drive over to Stratham Hill Park on October 14th to show your car and enjoy the facilities there at the park. The park offers a food concession, opportunities for picnics, and miles of wooded hiking trails. Judging at this event is by popular vote of the participants, so no Q-tip detailing is required. If you would more details on this event send me an email – president@ncr-pca.org and I will give you the contact information I have.

On a final note, Ellen Beck, one of NCR's past presidents is now the PCA National Historian. Part of Ellen's responsibilities is to archive significant items of our club's history. Ellen is hoping to acquire a selection of memorabilia from each of our 51 previous parades which would include the following items: a parade binder, a schedule of events, a trophy, a logo patch, decal and grille badge, a wine glass and a yearbook (from parades that had these items), and any other unique items, such as videos and photos. She is appealing to the membership to consider donating any of these items (or other historical items) where you may have duplicates or find you no longer have the room or inclination to store your older parade memories. They will find a welcoming home and attractive display space in the new national offices. You

can contact Ellen at historian@pca.org or (301) 788-0370, or Vu Nguyen at admin@pca.org or (703) 321-2111 if you have questions or are able to assist in the search. Items may be mailed to the PCA National Office at PO Box 1347, Springfield, VA 22151. You will receive a PCA certificate of appreciation as a thank you for your generosity.

In addition to this request Ellen is asking each local region to consider composing a time capsule that would capture a few of their significant memories for the national office to archive. It is time to consider what items should be included to express to other regions and the national office what being a member of NCR has meant over the years. As I stated in my first column of the year we are celebrating our 30th year. We must have some memorabilia of significant events or historical items that should be considered for this "time capsule." Share your thoughts with me by emailing me at president@ncr-pca.org.

Enjoy the rest of this *Northlander* edition, and consider coming out to one of the upcoming events to meet the people of NCR.

See you on the roads of NH.

Miriam

NCR TECH INSPECTORS



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Mark Nadler
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Marcel Brouwers continued from page 32...




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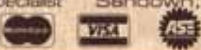
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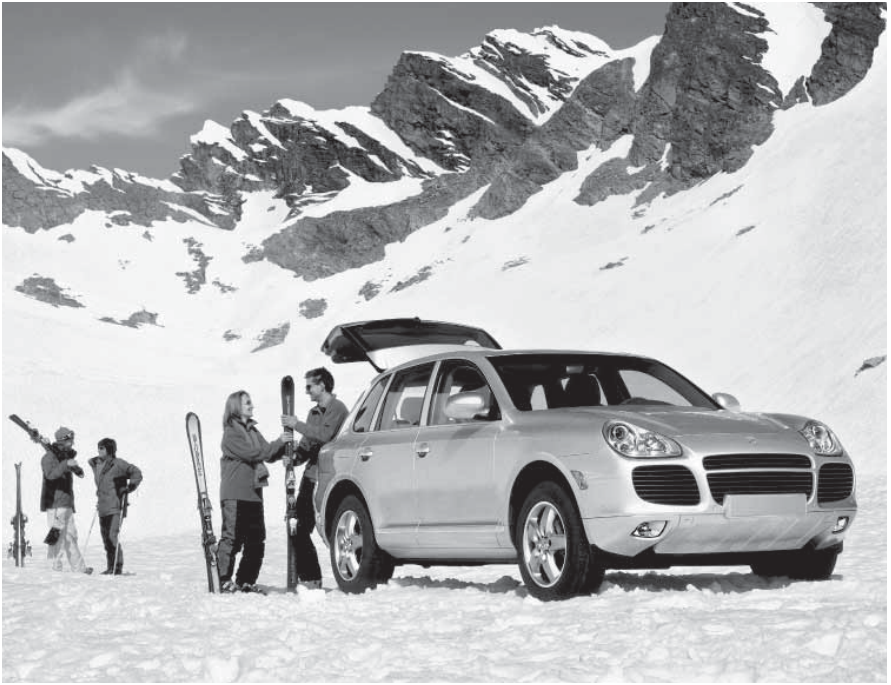
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