

# NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA  
volume XXX number 9

September 2007



In this issue:  
The NEW Northlander

Passion.



PORSCHE

**DOVER**

**AUTO WORLD**



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



# NORTHLANDER

North Country Region  
Volume XXX Number 9

Porsche Club of America  
September 2007

## Editors

Tracey Levasseur 207 247 3385  
Northlander@ncr-pca.org  
David Churcher 603 799 4688  
Northlander@ncr-pca.org

## Advertising

Matt Romanowski 603 674 3250  
advertising@ncr-pca.org

## Web site

www.ncr-pca.org

## 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 preceding the publication month. See page 36 for advertising rates

## Upcoming Events

- 3 Calendar
- 11 NCR 30<sup>th</sup> Anniversary
- 22 Wine Opener
- 25 Merrimack Car Show
- 31 22nd Anniversary  
Zone 1 Autocross
- 32 PCA Escapes

## Features

- 10 Make A Wish  
Charity Laps 2007
- 14 Looking Back
- 17 Vintage Rally Replica
- 20 Hanzy, Mein Hanzy
- 36 BTW

## Departments

- 2 Board of Directors &  
Committee Chairs
- 4 Editors' Desk
- 5 President's message
- 7 Membership
- 8 Autocross
- 12 Drivers' Ed
- 34 Business Card Exchange
- 35 The Mart
- 36 Advertisers' Index



Cover  
NHIS August 18,  
2007

David Churcher



22



32



31



25



10



17



12



8



12

Photo credits:

P10 Olivier Koen

P8, 9, 12, 26, 27, 28, 29, 30

David Churcher

P17 & 23 Bill Kallgren

Centerfold Matt Romanowski

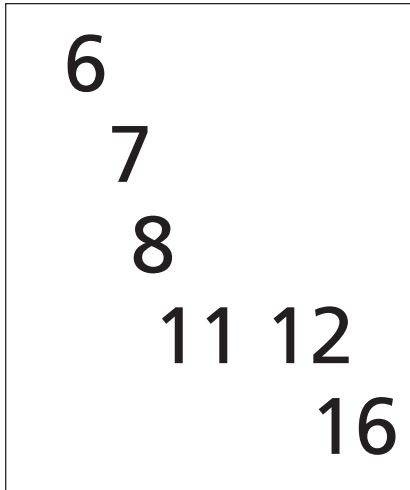
P36 Tracey Levasseur & Matt Romanowski

**BOARD OF DIRECTORS**

<b>President</b>	Miriam Dunster	(H) (603) 659 8592	president@ncr-pca.org
<b>Vice President</b>	Ivy Leonard	(H) (603) 380 3782	vice-president@ncr-pca.org
<b>Secretary</b>	Paul Tallo	(W) (603) 594 9696	secretary@ncr-pca.org
<b>Treasurer</b>	Pete Petersen	(H) (207) 646 5402	treasurer@ncr-pca.org
<b>Past President</b>	Janet Leach	(H) (603) 433 4450	past-president@ncr-pca.org
<b>Membership Chair</b>	Lisa Roche	(H) (978) 534 0118	membership@ncr-pca.org
<b>Newsletter Editors</b>	Tracey Levasseur	(H) (207) 247 3385	northlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	northlander@ncr-pca.org
<b>Webmaster</b>	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org

**COMMITTEE**

<b>Advertising Manager:</b>	Matt Romanowski	(H) (603) 674 3250	advertising@ncrpca.org
<b>AutoCross</b>	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
<b>Car Control Clinic:</b>	OPEN		
<b>Charity</b>	Paul Tallo	(W) (603) 594 9696	charity@ncr-pca.org
<b>Chief Instructor</b>	Bob Tucker		chief-instructor@ncr-pca.org
<b>Concours</b>	Judy Hendrickson	(H) (603) 881 7576	
	Lisa Roche	(H) (978) 534 0118	concours@ncr-pca.org
<b>Drivers' Ed</b>	Paul Frucci & Bob Pickul		drivers-ed@ncr-pca.org
<b>Rally</b>	Don Johnson	(H) (603) 569 3337	rally@ncr-pca.org
<b>Safety</b>	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org
<b>Senior "Advisors"</b>	Edgar & Nancy Broadhead	(H) (603) 526 6578	
<b>Social</b>	Ivy Leonard	(H) (603) 380 3782	
	Steve Robbins	(H) (877) 792 7861	social@ncr-pca.org
<b>Technical</b>	Jay Gratton	(H) (603) 498 8576	tech@ncr-pca.org
<b>Yearbook</b>	David Churcher	(H) (603) 799 4688	yearbook@ncr-pca.org



SEPTEMBER AT A GLANCE

**SEPTEMBER 2007**

- 6 NCR DE, Lime Rock, CT, Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)
- 7-8 Metro DE, Lime Rock, CT, <http://www.metronypca.org/>
- 11 Board Mtg, location: Cat N Fiddle, Concord, NH, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)
- 12 Wine opener ... see back cover
- 16 NCR AX # 6, Fort Devens, MA, Joe Kraetsch, [autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)

**OCTOBER 2007**

- 7 Car Show/Tour, Budweiser, Merrimack, NH [concours@ncr-pca.org](mailto:concours@ncr-pca.org)
- 9 Board Mtg, location: TBD, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)
- 14 Stratham Car Show, Stratham Hill Park, NH, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)
- 11-14 PCA Escapes, Washington DC area, see page 32
- 15-16 NCR DE, NHIS, Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org),
- 20-21 Weekend Get-Away, Balsams, Dixville Notch, NH Ivy Leonard, [social@ncr-pca.org](mailto:social@ncr-pca.org)

**NOVEMBER 2007**

- 10 Banquet/Party, Annual Mtg and 30th Anniversary Party, New England Center, Durham 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)
- 16-17 Zone 1 President Mtg, Latham, NY, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)

Please note: calendar information is correct at the time of *Northlander* going to press but for latest information you should see our web site: [www.ncr-pca.org](http://www.ncr-pca.org)



**Tracey Levasseur**

Okay, so there wasn't really a pig on a spit when I arrived at NHIS Saturday, August 18, but no one seemed to mind as over 100 NCR members and their families queued up in the paddock at 6:30pm for the pig roast. The happy faces and chatter in line attested to a successful day for the many hungry folks. On the menu was pulled pork, spare ribs, chicken breast, baked beans, potato salad, mixed veggies and chocolate chip cookies. A cash bar was also available for those who either didn't know what BYOB stood for or didn't bring enough.

Although I didn't spend the whole day at the track I did hear highlights as I sat in the garage nibbling my pulled pork. There were wagon trains of camp chairs circled all over the garages with folks balancing plates on laps and setting drinks in cup holders as they recapped their day's driving or commented on someone else's. Laughter could be heard inside and out and familiar and not-so-familiar faces stopped by to say hi. Several asked about my shar-pei dog Gina whom I brought for Miriam to see.

The sun was setting as the last plates of food were being consumed but no one seemed to be in a hurry to leave. It helped that the weather, which had been a bit threatening at times, improved in the evening to keep people at the track. Those who had long drives home began leaving at around 8:30. The folks staying at the hotel up the street continued laughing and joking as I was leaving at 10.

Yes I think NCR's pig roast was a tremendous success and as I previewed the photos of the whole day on the website I can safely say the evening's success was due in part because of the fun on the track. There were no mishaps during DE and the children lined up waiting to get rides during the Charity Laps were grinning ear to ear. It doesn't get much better than that.

If you would like to see the DE/Charity Laps/Pig Roast photos go to [www.ncr-pca.org](http://www.ncr-pca.org) and click on the Web Site menu to the upper left. From its pull down menu choose Photos then the 2007 Driver's Ed Events.

Tracey



**David Churcher**

To truly appreciate life one must live dangerously. It's a quote, I believe, but I have no idea who made it. But it is true. This is the reason some people drive fast cars. It is also the reason some people become editors for magazines about fast cars.

Making changes in a very established environment can be hazardous. But also it can be rewarding. Tracey and I are seeking those rewards. We really believe **Northlander**, and the people behind it, can win a prize at parade 2008. Hence ... the magazine is now a 8.5 x 11 format, and, jazzed up ... just a bit. You did notice ...?

So now that you have seen your new **Northlander** and have at least read a few lines ... what do you think? We need to know. We want to know. We have space reserved for your inputs to be published. So tell us, please.

Write to us at: [Northlander@ncr-pca.org](mailto:Northlander@ncr-pca.org)

You might ask: Was this a sudden change? Was it planned?

It was a sudden change in execution at least. But it has been the plan since I started this job. Parallel to the magazine you have been reading since January we have been collecting our material,

sketching ideas, talking to other editors, waiting for a time when it would be auspicious to launch.

Poor Bill Kalgren must have thought I had dumped his article on the rally Porsche. It has in fact been moved each month from the folder it was in to the folder for the next month ... just waiting for space, or, the 8.5 x 11.

Matt must have wondered these recent few weeks why I did not publish his favorite photo from the Lime Rock 07 07 event. A beautiful photo which every photographer there took ... including me ... but as you know August issue was in part Matt's photo session from Lime Rock. But this pic was not there. I saved it for the September centerfold.

Centerfold? Oh, yes. If you have not already done so do flip to the center of the magazine. See ... a two page spread of a great photograph. And every month we will do this. Sometimes color, sometimes black and white, depending on our budget. So, if you want to be in our centerfold you know what you have to do. Go shoot.

More changes to come? Probably. I am told that photograph of me has to go. They say, I look like a grumpy old man.

David



**Miriam Dunster**

Of course after you clean the door hinges and surrounding area you now need to wax all the painted surfaces of the door and the hinge area

Hello Everyone,

I can't believe another month has slipped by already. For those of you who actually read my August column I stated I would be continuing the cleaning campaign on my 1987 944 in the future weeks. To be honest I haven't been the best pupil for Judy this past month. Maybe it was because we advanced from the basic cleaning to door hinges. Aren't door hinges suppose to be dirty and greasy? I have to say I did a double take when Judy stated I should stop by some evening after work to tackle that area of the car.

Well I now know there is good clean grease and dirty old grease. Old grease can hide or diffuse creaks and other noises. I can also tell you that I don't think even the previous owners of this car ever cleaned those hinges. Many hands make light work so we split up the chore ahead of us by each taking a door. Of course I won't tell you which was done by Judy, you will just have to compare them the next time you see my car. (Of course Judy might just tell you.)

The product of preference for cleaning this area was kerosene however for my hinges brake cleaner was quickly chosen to provide a faster solution in getting them to sparkle. While you have the doors open don't forget to clean the inside rubber such as the air vent and door seals. We used Griot's rubber cleaner and Harley's Tire Nu for rubber treatment. I personally haven't paid much attention to this area of my car and I was surprised over the amount of crevices in this area which of course all needed to be cleaned. At the San Diego parade Judy picked up a nice little package from Griot's of crevice tools. After using a few of them I would highly recommend that purchase if you are going to get to this level of cleaning on your Porsche or daily driver.

Of course after you clean the door hinges and surrounding area you now need to wax all the painted surfaces of the door and the hinge area. If you have an available lift it would be easier to accomplish the cleaning of the under door panel area. When you have finished

applying the wax you need to lubricate the hinges. This is when we discovered the creak in both doors that could not be heard previously due to the grease build up. It turned out that a nut was loose on both door hinges. Boy, those hinges look good! The cleaning adventure is not complete. I still have the outside rubber to clean and treat and the inside wheel wells along with the engine. Stay tuned for those adventures, that is if I don't skip a few more classes. Just kidding.

With the arrival of fall comes the downward slide on our event calendar; however there are still some events for you to put onto your personal calendar. September 6<sup>th</sup> is our Drivers Education event at Lime Rock Park then September 16<sup>th</sup> is the final NCR autocross at Devens, MA. In October we have our second car show on the 7<sup>th</sup> hosted at the Anheuser Busch Brewery in Merrimack NH. October 20<sup>th</sup> and 21<sup>st</sup> is the overnight trip to The Balsams in Dixville Notch, NH. On November 10<sup>th</sup> we will hold our Annual Banquet at the New England Center in Durham, NH. The planning committee is having fun with this 30 year celebration. This will be a party not just a boring banquet and awards ceremony. Look for the advertisements of these events in this edition of the *Northlander* or check out our website for information.

Also with the fall comes the planning for next year which includes determining who is interested in keeping North Country Region an active, friendly, fun filled car club. If anyone is interested in filling any of the board positions for 2008 contact Judy Hendrickson, Edgar Broadhead or Matt Romanowski. This trio has volunteered to find the candidates for the next election ballot. Judy, Edgar, and Matt thank you for volunteering to seek out the 2008 candidates for North Country Region.

Enjoy the fall colors!

See you on the roads of NH.

Miriam



**Make your Porsche dreams  
come true.**

## Porsche of Nashua

(800) NEW PORSCHE  
170 Main Dunstable Road  
Nashua, NH 03060  
[www.porschenashua.com](http://www.porschenashua.com)



**PORSCHE**

### New

`07 Boxster	Black/Black	P7082	\$51,920
`07 Boxster	Arctic Silver/Black	P7083	\$50,750
`07 Boxster	Black/Beige	P7091	\$59,930
`07 Cayman S	Black/Sand	P7022	\$55,500
`07 Cayman S	Arctic Silver/Black	P7023	\$55,950
`07 Cayman	Carrera White/Stone Grey	P7038	\$51,690
`07 Carrera Coupe	Black/Stone Grey	P7069	\$80,975
`07 911 Carrera S Cab	Midnight Blue/Sand	P7073	\$101,590
`07 911 Carrera S Cab	Arctic Silver/Black	P7090	\$102,250
`08 Cayenne Turbo	Crystal Silver/Stone	P8015	\$112,045
`08 Cayenne Turbo	Basalt Black/Chestnut	P8026	\$101,135
`08 Cayenne S	Jarama Beige/Havanna	P8024	\$68,995





**Lisa Roche**

**New Members**

The following people have recently joined NCR. Welcome to the club!

John Cloutier  
Durham, NH — 1973 914

John W. Diehl  
Rye, NH — 1968 912

Mario L. Langsten  
Linda Langsten  
Bow, NH — 1983 911

Paul J. Malnati  
Grantham, NH — 2006 Cayenne

Janet L. Silsby  
David Silsby, Jr.  
Amherst, NH — 2007 Boxster

**Member Anniversaries**

**1 Year:**

William D. Ayers  
East Kingston, NH — 1979 911

Paul P. Karpinski  
Sharon Karpinski  
New Durham, NH — 1999 Boxster

Scott G. Lambert  
Michael Lambert  
Laconia, NH — 1980 911SC

Stephen F. Lotterhand  
Bedford, NH — 1987 911

Mark Macone  
Hollis, NH — 1980 911SC

Jeffrey L. Meade  
Amherst, NH — 1991 944S2

Philip F. Miller  
Jill Miller  
New London, NH — 2006 Boxster S

Glenn R. Mueller  
Andrew G. Mueller  
Mirror Lake, NH — 2000 996

Donald H. Wakeman  
Lindsey Wakeman  
Hanover, NH — 1979 911SC

Jacob Weisberg  
Valerie Weisberg  
Merrimack, NH — 2004 Cayenne T

**2 Years:**  
Robert A. Gastaldo  
Elvira Gastaldo  
Waterville, ME — 1999 911

Jack Herman  
Karen Herman  
Andover, MA — 2006 911C45

Tom Pallarino  
Dover, NH — 2002 Boxster S

Anthony Pournaras  
Nancy Pournaras  
Pelham, NH — 1988 930T

**5 Years:**  
Gordon T. Jackson

Carolyn Turnbull  
Nashua, NH — 1986 928S

Theodore L. Westlake  
Daniel Fox Westlake  
Readfield, ME — 1981 911SC

**15 Years:**  
Gregory N. Fontaine  
Michael Fontaine  
Rye, NH — 1975 911S

Michael R. Jacuch  
Alexandra Jacuch  
Newington, NH — 1988 911

**20 Years:**  
James N. Locke  
N. Jean Locke  
Gilmanton Iron Works, NH — 1984 944

**30 Years:**  
Allen D. Ward, MD  
North Chatham, MA

**40 Years:**  
David W. France  
Arline France  
Washington, NH — 1967 911

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



**Joe Kraetsch**

# AUTOCROSS #4

SPONSORED BY GRAVITY PERFORMANCE

We had 49 drivers for Autocross #4 on July 22. This was a lower turnout than expected, possibly because of the conflict with DE at Mt Tremblant, possibly because of summer vacations and possibly because of the rain forecast earlier in the week. The forecast changed later in the week and we were treated to perfect autocross weather—sunny, temperatures in the low 80s, and a mild breeze. Those who came out to drive were rewarded with five runs in the morning session and another five runs in the afternoon. This was ten runs total and a relatively smooth event in spite of our generator dying sporadically. Ron Mann from the Northeast Region was there and generously loaned us the NER generator which was stored nearby.

I would like to thank Ron Mann and the Northeast Region for the use of their generator. I would also like to thank all the morning workers who worked double duty to make the event run so well and Kevin Bobbitt for coming down to help set up even though he couldn't stay and drive. Most of all, I would like to thank Gravity Performance for sponsoring this event and providing t-shirts to the winners. Please visit [www.gravityperformance.net](http://www.gravityperformance.net) and check out the exciting new GTCam product they are developing.



**North Country Region Porsche Club of America**

**Summary Results - NCR Autocross #4 - 2007-07-22**

sponsored by Gravity Performance

<b>Strict Stock (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX</b>
1 S7	Paul Tallo	1998 Carrera 4S	163.818	132.692
2 S6	Janus Cole	1989 964	167.938	134.350
3 S2	Miriam Dunster	1987 944	174.931	137.320
4 S6	Vito Perna	1989 964	178.131	142.504

<b>Production 2</b>			<b>Raw Time</b>	<b>PAX</b>
1	Paul Tosi	1984 944	149.753	121.599
2	Joe Kraetsch	1988 924S	152.287	123.657
3	Michael Tosi	1984 944	153.632	124.749
4	Lisa Roche	1989 944	154.118	125.143
5	David Case	1987 944	160.763	130.539

<b>Production 3</b>			<b>Raw Time</b>	<b>PAX</b>
1	Sigrid Schnoerr	1974 914	148.586	122.137
2	Chris Darminio	1976 914	151.958	124.909
3	John Mcpartlan	1987 944 S	167.411	137.611



<b>Production 4</b>			<b>Raw Time</b>	<b>PAX</b>
1	David Beningson	1987 944T	155.413	128.682
2	Jack Saunders	1990 944S2	189.937	157.267
3	Francis O'day	1971 914-6	DNF	

<b>Production 5</b>			<b>Raw Time</b>	<b>PAX</b>
1	Georges Rouhart	1993 968	160.603	132.979
2	Gerry Fitton	1981 911SC	170.211	140.934

<b>Production 6</b>			<b>Raw Time</b>	<b>PAX</b>
1	George Skaubitis	1993 RS America	156.589	129.655
2	Robert Canter	1984 Carrera	157.686	130.564
3	Chris Ryan	1984 911 Carrera	159.608	132.155
4	Christine Skaubitis	1993 RSAmerica	165.383	136.937
5	James Wogan	1988 911	174.117	144.168

<b>Production 7</b>			<b>Raw Time</b>	<b>PAX</b>
1	Chris Jacques	2001 Boxster	146.959	123.151
2	Gregory Osche	2001 Boxster S	151.810	127.216
3	John Leach	2000 Boxster S	160.107	134.169
4	Jack Kelly	1995 993	168.275	141.014

<b>Production 8</b>			<b>Raw Time</b>	<b>PAX</b>
1	Ted Shaw	1999 996 C2	155.387	131.768

<b>Production 9</b>			<b>Raw Time</b>	<b>PAX</b>
1	Mark Schnoerr	2007 997 GT3	145.121	124.513

<b>Improved (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX</b>
1 I6	Charles Stromeyer III	1997 993	144.750	124.195
2 I3	Stephen Berry	1989 944S2	148.443	126.621
3 I3	Alexander Berry	1989 944s2	152.283	129.897
4 I3	Stephen Smith	1983 944	157.671	134.493
5 I2	Robert Rosenblum	1989 944 Turbo S	166.619	140.793

<b>Modified (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX</b>
1 M4	Ron Mann	1970 911	144.921	125.501
2 M4	Judith Hendrickson	1973 914	157.142	136.085

<b>Novice (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX</b>
1 S9	Stephen Lefebvre	2007 GT3 RS	154.712	128.256
2 P9	David Grant	2007 GT3	154.714	132.744
3 S2	Michael Orsini	1989 944	178.210	139.894
4 S7	Mary Chevalier	2006 Boxster	173.202	140.293
5 S6	Bob Sauer	1985 Carrera	178.648	142.918
6 M3	Philip Rudnick	1985 911	174.572	150.481
7 P8	Lesia Shaw	1999 996	188.650	159.975
8 M3	Chris Lund	1987 944 Turbo	DNF	-

<b>Top Times Of Day</b>			
<b>Raw time</b>	<b>Time</b>	<b>Class</b>	<b>Driver</b>
	144.750	I6	Charles Stromeyer III
<b>Pax</b>	121.599	P2	Paul Tosi



More Autocross 4 photographs on pages 28, 29, 30 and 31



**Paul Tallo**

# Make A Wish Charity Laps 2007

We pack quite a bit of fun and fundraising into this event every year and we tried to expand the format this year. In the mid-day Charity Parade Laps the kids (and adults) got rides in several different cars.

I made my own wish for a sunny day for our annual Make-a-Wish Charity Laps event on August 18<sup>th</sup> and my wish came true! Okay, maybe it was a little too windy and we had to take down the registration tent to avoid it getting damaged. (I'd probably be in trouble with Edgar and the Autocross folks if I let that happen!) But, compared to the pouring rain of last year I can accept a windy day!

Several Make-A-Wish families, representatives and volunteers from the Make-a-Wish Foundation of New Hampshire, other PCA members and MANY of our family members and friends joined us at New Hampshire International Speedway during our Driver's Education (DE) event to participate in our annual event.

We pack quite a bit of fun and fundraising into this event every year and we tried to expand the format this year. In the mid-day Charity Parade Laps the kids (and adults) got rides in several different cars. One boy rode in three different cars during the session! The kids even get to help out. After Faith got rides on the track she got to wave the checkered flag to end the session. Check out the NCR website for event photos. Since we were having the trackside barbecue dinner, we added an afternoon Charity Laps session to try to get more members to arrive for the Laps, social time and dinner.

For those of you unfamiliar with this event we use it to serve several purposes – fundraising for Make-a-Wish, giving Make-A-Wish kids and their families the opportunity for an on-track experience, giving non-DE members and friends a chance to drive their car on the track, exposing folks to DE in the Track Samplers and adding to our long-sleeve track T-shirt collections with the net proceeds going to a good cause!

The final tally is still being confirmed, but it appears that once again we will exceed our previous year's fund raising.

For the more adventurous that signed up for a Track Sampler, instructors took out

over 20 people as passengers "at speed" during the regular DE run groups throughout the day. Family and friends who think "Gee, it doesn't look that fast sitting here in the stands" are amazed once they are in the car. And of course, we'll see a few of those passengers back at the track to try DE for themselves. I can personally attest that the Charity are what got me involved in DE.

It would be a long list if I tried to mention all the club members that jumped right in to help out during the event. Whether it was taking MAW families for rides, helping get kids in and out of cars (and 5-point harnesses) or matching up Track Sampler passengers with instructors thanks to you all (and I've written your names down to help next year!) – it is the people that make this a great club. Thanks to all who made donations for the Laps, Samplers and T-shirts (did I mention that I have a few left for sale? it's not too late!).

We look forward to continuing this event with Make-a-Wish in 2008.



More photographs of Make A Wish on page 26 & 27



## North Country Region's 30<sup>th</sup> Anniversary Party

*Calling all Porsche Enthusiasts!  
The annual celebration of Porsches and People is near!*

Saturday, November 10, 2007  
New England Center Hotel & Conference Center @ the University of NH, Durham, NH

Please join us for lots of fun!  
This year we will have great music supplied by a DJ with a brief annual meeting and awards presentation.

These times are subject to change...see mailer in September

Social Time:	6:00 - 7:00 PM
Dinner Time:	7:00 - 8:30 PM
Awards:	8:30 -9:00 PM

***Continued Entertainment till 10pm or so....with DJ.***

A Buffet Dinner will be served

Cost per person will be \$45.00 (includes tax and gratuity). Please complete the section below and include your check made payable to: NCR-PCA. **Please respond by Friday, October 24, 2007.** Tie is optional; no jeans, please.

Name: \_\_\_\_\_ PCA #: \_\_\_\_\_

Address: \_\_\_\_\_ PCA Region: \_\_\_\_\_

City, State & Zip: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ (day or evening) E-mail address: \_\_\_\_\_

Please mail form and check to: CPI Attn: Ivy Leonard, 111 Venture Drive, Dover, NH 03820  
[Ileonard@ConsumerProfilesinc.com](mailto:Ileonard@ConsumerProfilesinc.com)



**Paul Frucci**

As I write this we are coming up on our "Heat of the Summer" event at NHIS....

Well our new "away" events are under our belt and I have to say that North Country Region made a great showing.

In July NCR co-sponsored events at both Calabogie Motorsports in Ontario with UCR and NER, and at Mont Tremblant in Québec with CVR. While this is the third year that we've co-sponsored an event at Mont Tremblant, it was the new track at Calabogie that was the great adventure.

Originally, the folks from Upper Canada Region invited us and Northeast Region to work with them because they were concerned that they would not have enough cars to make the event financially viable. It turns out that UCR members are not wild about traveling too far, as Mosport is in their backyard. Well, as it turned out we had 170 cars from 10 different regions at the event, very few of which had ever seen the track before. On top of that, the facilities at Calabogie had not seen this number of cars at a single event before and the paddock, portable toilets, and sheltered areas were quite crowded! But the folks who run the track were terrific and everything worked out well.

We made some great new friends from Upper Canada, and the folks at "Camp NCR" certainly made their presence known! We had an absolutely awesome time.

Our next stop was the Circuit Mont-Tremblant where because of changes in the local noise regulations, run groups are now limited to no more than 30 cars at a time on the track. This limited the number

of instructors and therefore the number of students that we could take into the event. The good news was because of that we were able to combine the Green and Yellow run groups and everyone got more track time. The first day was wet and very greasy, but Saturday and Sunday were just spectacular.

As I write this we are coming up on our "Heat of the Summer" event at NHIS, with Lime Rock just a few weeks after that on September 6<sup>th</sup> and finally our "Spring is a Long Time Coming" event in October. Time sure does fly when you're having fun!

In other news, it looks like Lime Rock Park is going the route of becoming a private driving club next season, so this may very well be our last event there. PCA has a single point of contact on this and is working with LRP and the various regions to determine what the impact will be on club sponsored events such as ours. But once this is confirmed, there will be fewer days available. With new tracks like Calabogie starting to come on line, let's be optimistic that there will be more options for us as time goes on. I'm still hopeful that Club Motorsports in Tamworth, New Hampshire will get through all of their legal battles by the end of the year and be a new venue for us next season. My conversations with them indicate that it could actually happen for the end of the 2008 season. Keep your fingers crossed.

Well, that's the update for now. See you at the track!



# BLAIR TALBOT MOTORS

*supporting enthusiasts since 1984*



TAKE  
NO  
CHANCES

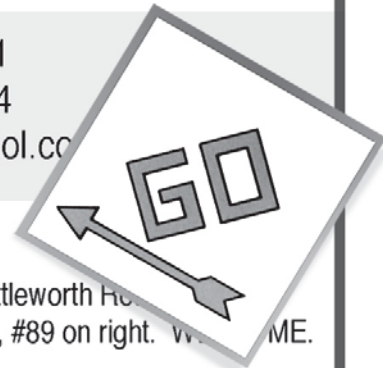
- scheduled maintenances
- suspension upgrades
- corner balancing
- alignment
- pre warranty-expiration evaluation
- tire/wheel service *and more...*

Blair Talbot Motors  
89 Industrial Park Drive  
Dover, NH 03820

tel 603-740-9911  
fax 603-740-9914  
e-mail talauto@aol.co

#### DIRECTIONS:

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





Judy Hendrickson

# LOOKING BACK

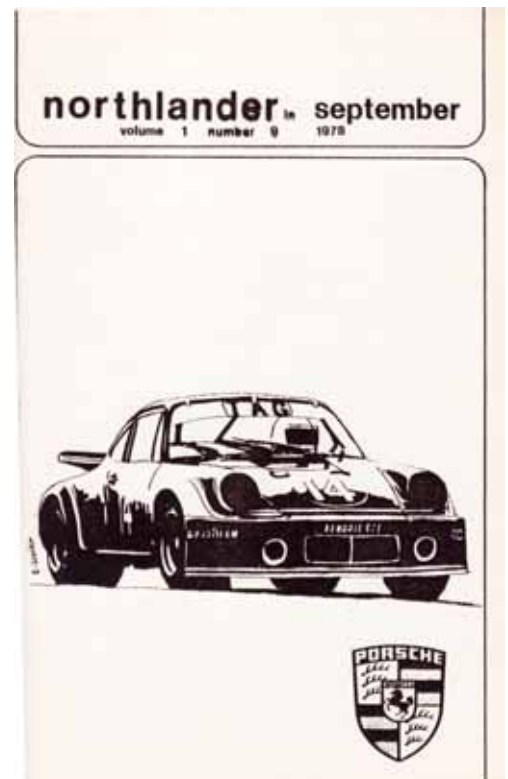
We continue our look back through the **Northlanders** over the past 29 years, looking at that first year (1978) and every 10<sup>th</sup> year:

## 30 Years Ago (Volume 1, Number 9) September 1978

September was a great issue – cover to cover reading of great articles – informative of the people and events of the day. For me personally, it was very nostalgic as it contained an article I penned about my late husband, Doug, and my trip to the 1978 Aspen Parade. This would be the first Parade Concours for the recently repainted 914-6. Much of 1977 had been devoted to her disassembly, repaint, reassembly and prep – top and bottom – for this event. The trip truly was an adventure. It started in the rain with our pristine car! The 55 mph speed limits were still in force and that led to a ticket in PA the first day! Second day out we encountered our first fellow Parade goers – a couple in their 60’s in a ‘68 911L Sportomatic. I reported asking Doug if that would be us in 30 years. Sad to say he didn’t make it but seems I’m still playing with these funny little cars. Overnighting in St Charles, MO, the third morning greeted us with a dent in the driver’s door from some inconsiderate car no longer parked next to us! That day also saw tornadoes passing in front of us and hail storms leaving a dent on the top of the passenger door!! So much for the new paint job!!! Arriving in Colorado on the fourth day the SIX was overheating and the battery was boiling dry. The battery did recover after being refilled and sitting overnight. But that was not to be the end of mechanical woes. The voltage regulator, the cause of the battery boiling, had to be replaced and the car failed tech – rear brake pads. Although brake pads were found (peculiar to the 914/6) installing was to prove a challenge. The mechanical adjusters on both rear calipers were frozen. In a race against time before

final tech closed for the AX, both calipers were removed, adjusters unfrozen, calipers reinstalled and pads installed – in barely an hour thanks to help from members from our old region - Intermountain. And then because of computer delays, we were so late in the day we had to run the AX with our headlights on. I apparently spun twice (without damage) convincing Doug that he should put a front sway bar on the car – didn’t remember I was the cause of that, but glad it’s been there these many years since. The rally was reported as beautiful scenery – how could it not be beautiful in the Rocky Mountains! Although we didn’t max any legs and were only 4 hundredths off on one leg we still failed to trophy – a tendency we would have for most Parade Rallies and why I’m not a great fan of TSD rallies. That was also the Parade where Doug got a number of autographs for his Concours

He was so impressed with the handling that in 10 days he sold the Spitfire and bought a 1964 356C Coupe







914/6 Owner's Manual – Peter Porsche, Dr. Ernst Fuhman – designer of the 4-Cam Carrera engine, and other notables of the day.

The President's column started off familiar – what will I write about this month, but continued with an interesting tale of how it all started with cars and Porsches for then President, Michael Grishman. Seems he had owned a 1966 Triumph Spitfire, having been preceded by an MGA and a 1953 Jaguar XK120M, when his roommate bought a 1960 Porsche Roadster (guessing it was a convertible D). Michael "had always thought of Porsches as odd little cars which supposedly handled very well." He discovered just how well after a spirited ride with his roommate. He was so impressed with the handling that in 10 days he sold the Spitfire and bought a 1964 356C Coupe, his first of many Porsches to come along with what would become his life's work – Pine Hill Automotive, now Foreign Intrigue.

There was also a nice write up about Editor Jim Smith and his wife Jody. They are still active – still with Acadia Region whom they helped found a couple years after North Country. Jim and Jody have driven from north of Bangor to the last two Parades (Portland, OR and San Diego, CA) in their 1970 914/6 (Swiss model).

Jim had included Legislative Liaison Bulletin #7 in this issue. It reported success in defeating the ban on sale of cars that failed the minimum fuel economy standards (would have precluded the sale of the 928 in the US), approval of Quartz-Halogen headlamps starting with 1979 models, the deletion of funds to implement and enforce air bags (hard to believe now that we were against air bags back then) and finally the first step in attacking the 55MPH speed limit. Seems Illinois was launching an investigation into whether the drop in accidents/fatalities was really due to the 55 MPH speed limit or other factors and what the economic impact would be if the limit were eliminated. Seems, someone had finally realized that less truck freight can be moved at 55 MPH than 70 MPH with the same number of trucks. DUH!!

Other interesting tidbits were that Porsche ads were promoting the Championship Edition 924 (white with blue and red striping, special suspension system and white alloy wheels) in honor of Porsche winning the 1976 LeMans, World Championship of Sports Cars, World Champion of Makes and US Trans Am Championship. Nancy Broadhead was doing labels for the newsletter mailings. AX's started at 10 AM with first car off at 11 AM instead of 7 AM with first car off at 9AM these days. The Board Minutes indicated it had been found that in order for there to be two people in a car at AX or DE events one of them had to be an instructor, so to cover the club four

instructors were appointed on the spot – a far cry from today's National Instructor Certification Program and our local Instructor Training Program. And finally the Treasury had enough to finally pay off the \$200 loan Michael Grishman had extended to get the club going and had a balance afterwards of \$220.31.

### 20 Years Ago

There was no September 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 6 (September/October 1997))

Wow, September issues are about nostalgia. And this one is also about "It's the People, Not the Cars." Then President Fred Bruch's column recanted his misadventure on the way to Lime Rock when his car decided to shred a distributor cap (failed to be secured after a water pump replacement 3 days before). While a MASS Pike emergency vehicle had stopped and called for a tow truck for him, he was without a phone to let the home folks in Keene know of his predicament. Not to worry, yours truly and Miriam Dunster along with Sabrina, the Dachshund, happen along with cell phone to solve that problem. Unfortunately – no room in the 914/6 for Fred. But Scott and Heike Martineau are soon along with their trailer, ready to unload their car and load Fred's car.

This photo is by the late Doug Hendrickson. Shown here are some of the eleven 914/6's in the 1978 Parade AX at Aspen raceway.

Note: there were seven 914/6's in the Concours. No larger gathering of production 914/6's has been seen since at a Parade.



However, the tow truck is soon there so Scott & Heike give Fred a ride to his motel. Plans continue for him to be at Lime Rock the next day. There, many offer Fred the opportunity to co-drive their car. The offending mechanic comes to fix Fred's car and he has a great day with a fellow member's car at the track and his own is fixed in time to drive home.

Another tale of "it's the people, not the cars" is related by Scott Martineau, then Secretary. This time it is about a first timer's experience with a North Country event (Lime Rock). The first timer recounts how "everyone made him and Jen and his two boys feel extremely welcome and took the time out to stop by, introduce themselves and chat." He lauded the "track buddy" system and how the first person he met at registration was all smiles and jokes. Finally, he states: "After many years of owning and driving so many Porsches I have only one regret, Why didn't I do this sooner?????" It's signed John (as in Dunkle, founder of Rennlist).

Then VP, Ellen Beck's article reminded me of just how much I and many of you miss her irreverent sense of humor and the amusing events of her life that she would relate in *Northlander* articles. This month was her "saga of the trash." Seems she got a call one Saturday from the Exeter police instructing her to come pick up her garbage. Taken aback, she attempted to reason with the officer that it couldn't be

her trash. Soon realizing reasoning was pointless, she reported to Robin Lane in Sherwood Forest (I'm not joking) – a trailer park - in her old Blazer (not Porsche). Good thing as her one bag of trash had become five. With the population of the park watching and threatened with a summons if she didn't take the trash away she obliged, vowing to get to the bottom of the trash caper. After some more amusing tidbits – old ladies with cats everywhere, references to being dumped in the middle of an Arlo Guthrie song, etc, it turns out the recycle guy was doing the trash guy a favor by picking up the trash along Ellen's road, depositing it further along the route to save a second run down her road. Later accosting the recycle guy she still got no satisfaction, he simply grinned. Apparently she made a good story down at Public Works.

Other items in this issue were several article from the Porsche Cars North America news service on the 1998 Porsches and the new Porsche bicycle, coverage of the Laconia AX (cover photo) and Lime Rock events, registration info for an upcoming Rally School and Rally, a Chew and Ramble to the Wells Auto Museum and an All Porsche Swap Meet. There was also an article on a group of NCRers who went to the IRL Race at NHIS and a tech article from Bruce Whittier on winterizing your Porsche. A guest article from Central NY Region's John Hajny on What's a PCA brought us around again

to "it's the people, not the cars." I liked his definition of the "average" PCAer: "A bright and inquisitive person of above average intelligence, having a zest for all things good in life, striving to constantly expand their horizons, and possessing talents and energies that make this possible and that set him/her apart from the average Joe/Josephine. The cars don't factor in here because they are merely the catalyst that facilitates the bond between extraordinary peoples."

One final note on this issue, the Business Card Exchange, then and now: Stibler Associates, Harry Robinson, Lavallee/Brensinger architects, and Talbot's.

*BTW: A Rocky Mountain Parade is special and I hope many of you will start your planning now to attend the 2009 Parade which will be held at Keystone Resort about an hour and a half west of Denver just off I-70 June 30-July 4. I will be chairing the Concours for that Parade along with assistance from Tom Scott of Rocky Mountain Region and hope that I will be able to count on my many friends here in North Country to give me a hand with key positions. Of course, Parade 2008 is on the east coast next year and I hope you'll include it in your plans as well – Charlotte, NC June 29- July 3, and I understand there may be a DE at Charlotte Motor Speedway in conjunction with the 2008 Parade.*

---



**LET OUR EXPERIENCE HELP YOU**

**EXOTECH**

**MAINTENANCE – REPAIR**  
**9 NEWTON ROAD**  
**PLAISTOW, NH 03865**  
**Mark Nadler**

**(603) 382-3599**



A lot of the regular readers of the **Northlander** will recall that I happen to have scored an early 911 at an excellent price a few years back. About once a month I get offers to buy the car, it seems prices on these cars is increasing. My 1969 911 is an early "E", the 25<sup>th</sup> 911E to roll off the production line. But I am not interested in selling my car, I am more interested in keeping it and modifying it to a certain extent.

In 1969, the factory increased the wheelbase of the 911 to improve the handling on the car. My car would be one of the first so called long wheelbase cars off the line, but by this time the 911 had already racked up an impressive string of victories in international competition, mostly in rallying. It is the early rally victories which has inspired me to carefully modify my car for more sporting intentions, staying with the fundamental premise of using more or less period correct bits and pieces while trying to keep costs in line. In this series of articles I will highlight the progress made on converting my car from tired 911E to a bargain "period" rally replica.

Competing in rallies such as the Corsica rally, the Tour de Course and the Monte Carlo Rally in 1966 and 1967, it was in 1968 when Porsche finally won in Monte Carlo. And in 1969 and 1970 Porsche would return to Monte Carlo for repeat victories. Famous drivers like Vic Elford and Bjorn Waldegaard piloted these early machines with determination, backed by careful factory preparation and good reliability, victory after victory piled up.

The first so called "sports purpose" 911 might well be the 911R. Built in about 1967, 20 of these cars plus a handful of prototypes were intended for racing and rallying. These cars were seriously lightweight, featuring thinner gauge body panels, lightweight bumpers, fenders and extensively lightened interiors. The decklid and hood are reported to have been made in fiberglass reinforced with balsa wood strips. The windshield was replaced with thinner non "safety" glass while the side windows and rear windscreen were replaced with Plexiglas.

As only a handful of 911R were built, the factory switched to "production" cars to

run in the competitive group 3 class. The 911T being lighter than the 911S was offered with a rally kit for competition purposes. The standard 911T was 52 kg. lighter than the more luxuriously equipped 911S. A special rally kit was offered which shaved an additional 25kg by deleting such features as sound deadening and carefully stripping the interior of all non-essentials. The rally kit also added the more powerful 911S engine while upgrading brakes and suspension. True factory 911ST as they are known are very rare, beyond the means of a poor boy from Hudson, New Hampshire and many vary widely in actual specification.

In creating first the 911R and then the 911ST, Dr. Ferdinand Piech set the standard for lightweight rally machines while also creating an ethos from which I could base my own rally replica decades later.

With a very limited budget I felt that it would be a rewarding project to modify my well-used 911 in the spirit of these early competition cars. With that I have started on a journey which will clearly last

continued on page 22 ...



PORSCHE

Hella

KW

Sho

eSlicer



oreTel

KW

Silicon

# Hanzy, mein Hanzy

I pointed the old 928-S4 towards Destinations Unknown...and while easily spinning her wheels on the sanded pavement I swear I heard her murmur, "Where have you been?"

Ah, my dear Hanzy. I'm sure you'll be pleased to learn that the lengthening days have generously served to bolster and rekindle my flagging spirit, and that the cobwebs of our arctic winter have begun to recede into the light-deprived corners of my mind, to be banished by the natural splendor and explosive insanity of springtime in New England which is, as I'm sure you're well aware, a colorful madness beyond all cogent description. So it is not without fear of contradiction that I find myself enjoying a charitable and expansive mood, and I thought it may be a good time to write to you

Pushing the envelope weather-wise, I rolled the Red Shark out from her darkened cavern and into a weak sunshine that lapped at her pale skin for the first time in many long winter months. A week shy of the Ides of March I fired her up and the glorious sound of a five-liter Porsche V8 hit the sterile air and bare trees with a reverberating and authoritative thump that far transcends anything Detroit could ever cook up. I blipped the throttle and the sensation of unlimited and omnipresent torque shattered any and all icicles that remained in my mind, so I pointed the old 928-S4 towards Destinations Unknown...and while easily spinning her wheels on the sanded pavement I swear I heard her murmur, "Where have you been?"

Our first moment of reconciliation reminded me that my winter beater-box is no big prize. A four wheel drive pick-up truck is great to have around and very utilitarian and functional, and usually willing to awaken and perform its shoddy duties, but I'd obviously become used to this slug's ways and mannerisms and come to expect them as a given, and when I rediscovered myself at the helm of Something-Actually-Worth-Driving, I pressed a button and opened the sunroof. And as the late winter sun fell upon my receding hairline I swear I heard the heavens open up in a crescendo of violins, harps and angel song.

I considered that the fuel she was burning was several months old, but the Red Shark was ingesting it with a gusto that divulged her inherent and lusty hunger. I pressed the throttle and was rewarded with a responsive lunge forward as she gobbled her fuel in a voracious orgy of consumption unparalleled since the days of Caligula, and I gave the matter no further thought. Within moments the windows were down and I sparked up a smoke to commemorate the occasion, feeling expansive and perhaps even a bit imperious as I blew my noxious fumes into the frigid wasteland of my birth. The Shark was making heat now, and I could feel it slowly rising up from the floorboards. The heated seats have long since ceased to function, and as a state-of-the-art option in 1987 I don't even bother to try to turn them on now, worrying that a flick of the switch will initiate a catastrophic failure that will melt the entire wiring harness into an indecipherable mess of black tape and twisted copper, so I leave it alone. Same with the A/C on a hot summer day; I don't dare press that prominent button, fearing an explosion to rival the Big Bang

Not really interested in the creation of a parallel universe or any such silliness I steered my old 928 into the gravel parking lot of the local greasy spoon. As I slid to a stop in the firmament the ancient neon sign in the window prophesized a complete breakfast for \$2.99, and I decided that it most likely would be the better part of three bucks very well-spent. I shut down the Porsche with the blissful intention of filling my gullet with a hideous mountain of protein, animal bi-products, and cured, salted meat. I bellied-up to the counter and announced my intent, taking my seat between a pair of ancient regulars who'd been haunting the place since the last ice age and have been griping about it ever since. I immediately regretted my choice of perch as I heard a collective and unflattering "Humph" while I settled my middle-aged butt onto the cheap chrome and vinyl stool and said, "And I'll take coffee with that."

One of the codgers leaned over towards me, his breath foul with the odious scent of processed animal meat and said, "That's a nice car you got there, boy. Betcha you put in a lot of extra hours for that little trophy bride, eh?" And he and his pal degenerated into the low and knowing chuckles of pernicious wisdom while I found myself fumbling for a retort to his obvious challenge.

"Well, not as much as you might think," I said. "I'm pretty good with a wrench and I..."

But he wasn't hearing any of it, and with a dismissive wave of his hand I could tell that he was preparing to launch into an old screed concerning the time when he was King-of-the-World, and that for my poor selection of available seats I would be subject to his consideration regarding all things remotely considerable, so I resigned myself to his deliberation while I patiently waited for my bulging plate of toasted bread products and deeply-fried animal fluffiness.

My three-egg 'Lumber Jack's Special' was delivered with all the cordial fanfare of the previous ten-thousand plates which came before it. I looked over my selection and "knew that it was good" and began slopping it into my pie-hole with an abandon to rival an arctic explorer who hadn't seen a summer in three long winters. I devoured the gargantuan and incomprehensible mass as quickly as I could, wishing I'd selected a McDrive-through instead of subjecting myself to the berating and leering company of my current companions, despite the inevitable smattering of crumbs in my car.

"Yup," he quickly began, oblivious to my intense concentration with proving my shaky competence regarding this Lumber Jack's Special. "I'm sure that Little Dolly cost you a pretty penny." He took another deep slug from his bottomless cup of black coffee, his hundredth of the day, and as he tried to refocus his eyes on me he added, "Had me a fancy car once, with a *rumble* seat and a metal-flake paint job. I just had to have it — Lord knows why — and I bought it on payments, long payments, for many years." I could tell he was drifting back in time, perhaps to his post-war glory

years, and my only hope was that whatever time-warp he would open would confine itself to my companions and leave me untouched upon my chromed swivel stool.

"You don't say," was all I could think of to say as I spooned another great and tasty lump of artery-busting protein into my yap. "A rumble seat, huh? Was that standard or optional?"

"What are you, some kind of smart-aleck?" he pointedly asked. "What else do you think they'd put in *that* spot? A satellite dish? A microwave oven?" He looked at me as though I was an idiot

I shoved an entire strip of partially-cooked bacon into my mouth and as I quickly masticated it into an appetizing pulp of fat, salt, and some-sort-of-meat, I momentarily contemplated my ignorance regarding this fellow's dream machine, and the heyday which produced it. Glancing at the ancient Pepsi clock on the filthy wall I could see that I was making record progress in the consumption of my highly questionable calories, and I hoped that my three bucks would soon be placed upon the counter and that these fellows could go back to debating the relative merits of the Hoover administration unimpeded by my comparatively youthful presence.

"Well," I began. "I've never actually *been* in a rumble seat, and I'm not sure if..."

"Figures," he spat. "Well, let me tell you something, it was never actually *worth* the cost. Oh, it looked like a good deal sitting there on the lot, that nice leather seat gleaming in the sunshine, but I never actually got to *sit* in it, to enjoy it. I was always driving *to* work or home *from* work, just to pay for the damn thing!" He took another long and dramatic slug from his coffee cup as if it was a bracing belt of scotch and continued with his saga. "It breaks my heart to think about all the time I've wasted in my life driving to and from work, droning along in the passing lane at thirty miles per hour, day after day, week after week, year after year. I don't think I ever enjoyed a minute of it." At that point in his narrative, his buddy nodded with unmistakable agreement, and I started hoping that I had exact change in my pocket. "Yup," he

restated. "It breaks my heart, and I would like to have all that wasted time back."

I surveyed the ghastly remains on my plate and knew that I'd made a decent show of it. It was a clean kill and I could walk away with my carnivorous pride intact, if not my arteries. The most compatible bill I had in my pocket was a fiver so down it went with no intention of hanging around for any due change. I nodded a good day to my dining companions and made my way to the door. As the door opened I heard him say, "And look! He tips like a Rockefeller..." but the rest of his keen observation was lost to the squeaking hinges.

I stepped into the sunlit promise of an early spring day in March. I drew a full and warm breath of fragrant and inspiring air into my lungs and felt infused with a potential for rebirth. I looked at my car across the lot, sitting pretty against the drab backdrop of late winter, a brilliant red mechanical jewel contrasting the empty nakedness of the dreariest of months. I found myself once again admiring her lines and long curves, the stance of the machine, the way the rear of the car transitions so beautifully into the side, and is so unmistakably Porsche. I climbed in and twisted the key and for the second time on that wonderful day the bare trees echoed with the thumping and rhythmic sound of a Teutonic V8.

I watched the gauges spring to life and thought about what that old geezer had said. I'm sure that when I get to his point in life I'll have my own set of unimpeachable gripes, and that, like him, I'll be more than willing to heap them onto anyone I can corral into listening. But one thing I'm sure of, my dear Hanzy, one thing I'm absolutely sure of, one of them won't be bemoaning time I've wasted driving to work in *my* car.

... continued from page 17

for years. While I have only started I thought it would be fun to highlight some of the things I have done, lessons I have learned and work I have performed.

#1 Seats – The seats in my car were standard issue 911 items. While the seats had been recovered sometime in the past, they were fairly plain and offered little support. I have deleted the standard seats, which were surprisingly heavy and located reproduction rally seats from a company called BF Torino. Distributed in the US by Stefan Schleissing at GTS Classics, I ordered up a Nürburgring seat finished in leatherette and corduroy for the co-pilot and a Rallye ST for the driver in similar finish. The Rallye ST offered higher side bolsters while both seats were specified with a slot for an anti-submarine belt for proper harnesses. Fit and finish on the seats is excellent while the price was reasonable, but something that I still

had to save. The Rallye Seat was about \$695 and the Nürburgring was less at \$545. Still compared to actual period Scheel or Recaro type seats in good condition, I saved thousands while getting the look with improved security of provision for anti-submarine belt.

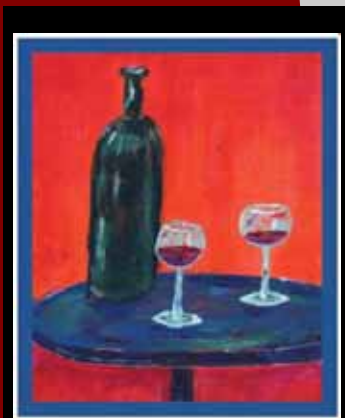
#2 Lightweight Decklid – I have read that some of the early 911E and I guess most 911S were fitted with an alloy decklid. Pressed in aluminum alloy these decklids are significantly lighter than steel decklids. My 911 has been fitted with a steel decklid with mismatched paintwork indicating it was a newer replacement. Apparently these alloy decklids are highly sought after, something I learned only after buying a good used lid from a fellow club member. I posted a question to a prominent Porsche Website inquiring the best method of stripping paint off the decklid without damaging the metal. I also asked about repairing a couple of slight cracks in the aluminum framework. Within minutes a

flurry of replies started coming back on the website including valuable advice. The best method of removing the old paint seemed to be “by rubbing only on the thighs of Latin virgins, so as not to damage the delicate metal.” It was recommended to take the panel to a Range Rover repair specialist who might be able to best weld up the cracks. I also received a huge number of requests and “bids” to buy the part. Without even soliciting, bidding rocketed up to \$400 and I am sure would have gone much higher. I have watched Pelican Parts and EBay and noted alloy decklids in excellent condition trading above \$1000-1200. I paid \$50, a thrifty purchase but it still needs to be repaired and commitments to my wife and family obligations prevent me from properly pursuing the recommended procedure for stripping the paint.

#3 Rally Lights – If you flip through any number of books discussing early rally cars, you will see auxiliary lights abound. My car came factory equipped with “through the grill” lights, but I want it all. Many rally cars, including the 1968 Monte Carlo winning entry were also fitted with now referred to as hood mounted lights. Careful research is required to find the appropriate lights. Buy unawares and you will end up with something not quite right. I am not certain who actually manufactured the “hood” mounted lights, but it seems they were originally designed for the Citroen DS and creative individuals recognized that they would also bolt on nicely to the hood of a 911. You can find appropriate units manufactured by Cibie as well as Marchal, but I don't think I could tell you what is different. Don't be fooled by buying Cibie Oscar or Super Oscar lights. A quick look and they appear to be right, but they are missing the all-important flat on the housing which allows flush mounting to the hood. Oscars can be had for around \$60, but the correct Cibie Pallas and equivalent Marchal will be truly dear, unless you have patience. A quick search on eBay shows a pair listed at \$1200 starting bid and the seller claims, “includes the correct mounting brackets, not a made up piece.” Now I contend that if the light was originally designed for the Citroen, any mounting piece would have to be a “made up” part. I managed to first find a pair in the US which I scored for about \$450 but these need restoration and I am missing a chrome trim ring. I then managed a pair from France for \$650, in excellent shape (and a great seller who was patient while my check was mailed across the ocean). The pair currently on

## 2007 **Wine Opener** to benefit the Cystic Fibrosis Foundation

*Date: Wednesday,  
September 12, 2007*



*Time: 6-9pm*

**Come join us for the 2007 Wine Opener to benefit the Cystic Fibrosis Foundation!**

**Hosted by WZID's own Mike Morin!!**

Enjoy a wonderful night of great cuisine, wonderful wine, and musical entertainment as we "Un-Cork" a cure for CF!

**Where: Porsche of Nashua**

**Price: \$25 General Admission  
\$50 VIP Admission**

**To purchase tickets, call us at 603-598-8191 or to purchase online, simply go to**

<http://newengland.cff.org/wine>

**Cystic Fibrosis Foundation**

114 Perimeter Road  
Units G & H  
Nashua, NH 03063  
Phone: 603-598-8191  
Fax: 603-598-8167  
Email: [no-new-eng@cff.org](mailto:no-new-eng@cff.org)



This is a non-smoking event.





Two sets of auxiliary rally lights found on Ebay by the author.

eBay look to be recently painted and the chrome trim rings have been also painted, likely to cover extensive amounts of pitting and corrosion, but this is only my guess. I think I got some good deals, but you need to shop carefully and understand specifically what you need. I need to now screw up the courage to mount them, requiring drilling some holes in the hood.

#4 Timing Equipment – What good is a rally car if it doesn't have appropriate timing equipment? I have been keeping an eye open for a Halda TwinMaster odometer but these appear to have really become collectible. I am not holding out on finding one soon and with the many different gear sets required, I am not sure I have enough understanding to really choose the appropriate model and options required.

I have however been able to find some really nice stopwatches and mounting hardware for a great deal. The world of stopwatches is deep and varied. While I would have liked to have scored some original Heuer Master Rallye stopwatches these are truly gold today. Sinn manufactures excellent timing equipment and you can get a pair of stopwatches and high quality mounting hardware for \$1495 or so. Still too expensive, check out the stopwatches made by Hanhart. The Classic line looks like a nice piece, but still expensive at \$300+ per watch, however they also make some cheaper. Some careful searching on my favorite website, Ebay, resulted in finding a pair of watches and mounting hardware for \$130 including post from Germany. These

will get mounted to the dash directly in front of the co-driver.

In my next installment, I will detail how I manage to save even more money by NOT repainting my car, manage to create a mountain out of a mole hill when it comes to removing old carpeting as well as save even more money when it comes to making Plexiglas side windows and rear window (if I can screw up the nerve to spend some money on raw materials at my local building center). Time permitting I may also install a bargain roll bar in the process.



While these are not Heuer Master Rallye stop watches they are a less expensive German pair.

Before drilling holes in the hood make sure the lights are aligned just right.





**Maine's Premier European Auto Service Shop  
Now in Freeport at 353 U.S. Route One !**

After 20yrs in central Maine. We are relocating our service shop to a better & more convenient facility for our customers needs. Our fine reputation for expert service using quality OEM parts has meant long term customer satisfaction.

**Utilizing Factory Diagnostic Equipment & Technical Information &**

Our involvement in industry organizations for the advantage of networking and access to current technological service information. Gives us an edge above to get your car diagnosed & repaired properly.

**865-6600**

BMW \* MERCEDES \* PORSCHE \* AUDI \* MINI  
PDF created with pdfFactory Pro trial version [www.pdffactory.com](http://www.pdffactory.com)

**The newest source for Porsche Parts**



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

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






**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

**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**

Check these sites ...  
well worth a look

[www.youtube.com/watch?v=4BYpv19i8el](http://www.youtube.com/watch?v=4BYpv19i8el)

9magazine is now available  
online...FREE  
[9magazine.com](http://9magazine.com)

[www.magicsix.de](http://www.magicsix.de)

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

[www.ottocars.net](http://www.ottocars.net)

# PORSCHE AND CLYDESDALES ON REVIEW

Judy Hendrickson

Sunday, October 7, Porsches will invade the beautiful grounds of the Anheuser Busch Brewery in Merrimack, NH for NCR's second Car Show this year to benefit the NH Food Bank. While the judges do their thing, tour the brewery and the old English farm stead with its famous Clydesdales, oxen and other animals.

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.

The Merrimack Car Show, sponsored by Porsche of Nashua, will have a place for everyone. There will be a People's Choice Category and a Judged category. Classes will be determined based on entries received. Minimum qualification for any Race Car class will be the presence of a roll bar. The Judged category will use the

judging forms from the PCA National Parade Competition Rules for Preparation. Undercarriages will not be judged. You can find these forms at the PCA website, under member services:

Library (<https://www.pca.org/members/library/PCR/PCR.html>).

Car placement will begin at 9:00 AM and Judging begins at 10:30 AM. Awards presentation should be complete by 2:00 PM

Advance registration is \$25/car with on site registration \$30. Please register in advance by October 1, 2007. Download the registration form at [www.ncr-pca.org](http://www.ncr-pca.org).

Directions: Everett Turnpike, Exit 10, east at end of ramp, (Industrial Dr), then left on DW Highway.

Questions: Judy Hendrickson,  
603-881-7576,  
[concours@ncr-pca.org](mailto:concours@ncr-pca.org)



Name _____
Address _____
Email _____ PCA Region _____
Model Year _____ Porsche Model _____
Color _____ Body Style _____



Highlights from the Heat of the Summer DE Event  
& Make A Wish Charity Laps





# Everything to keep you safe

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

## SCHRÖTH RACING



**NEW LOCATION!!**  
Opens 9/1/07



9A Electronics Ave, Danvers, MA 01923

Mon-Fri 9am-7pm, Sat 10am-2pm

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

888-467-3269

# HMS motorsport

# CARPARTCONNECTION.COM

**NEW**



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.



Sigrid models a T-shirt from Autocross sponsor Gravity Performance.

Judy's newest 914, the quiet banana now has a < 85dB muffler. So sad.





Not a Yellow Bird ... but, oh, so fast and, so pretty.

A very fast 924.



September 2007



**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



**MOHAWK**

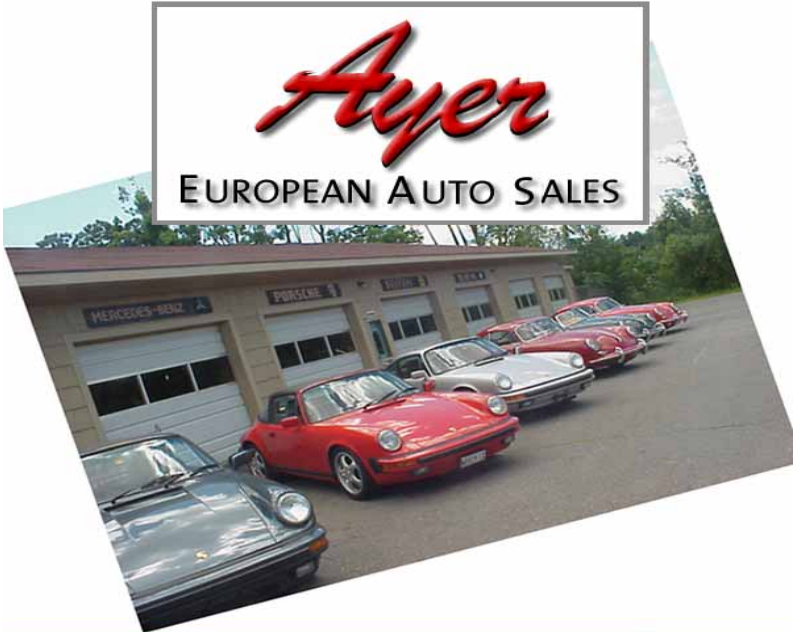


**LISTA**  
 MAKING WORKSPACE WORK™

Lifting Your Expectations  
 Since 1984

www.teclifts.com

www.ayereuropeanauto.com



Ray Ayer
P.O. Box 490, Gardiner, ME 04345
(207) 582-3618



Sensitive right foot in preparation for a day of speed

FTD with a VW engine? Not a Porsche?
Something is wrong with this picture



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





Judy heads towards the outgate, her raw time for the day is 157.142



Bob Canter heading out to the course.

Good grief, that's a bright yellow!



The Autocross #4 crew modeling their Gravity Performance T-shirts.



September 2007

## 22<sup>nd</sup> Anniversary Zone One Autocross



October 6-7, 2007 - Seneca Army Depot - Romulus, NY

### The Event

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

### Cost

\$35/person pre-registration until 9/21/07  
 \$55/person after 9/21/07 or at event  
 Prices are for one or two days;  
 Maximum 2 drivers per car per class;  
 Dates refer to postmark.

### Hotels

**The Falls Motel** ([www.thefallsmotel.com](http://www.thefallsmotel.com))

239 N. Genesee St., Montour Falls, NY 14865

Phone: 607-535-7262 & Email: [cps239@aol.com](mailto:cps239@aol.com)

Rate: \$80/single & \$95/double + tax

Ask for "Zone 1" group rate

**Holiday Inn - Auburn / Finger Lakes Region**

75 North St, Auburn, NY 13021 (ph) 315-253-4531

\$109.95 2 double beds/\$119.95 1 king bed + tax

Ask for "POR" code for group rate

You must book by 9/5/07 for group rates

### Event Contacts

**Zone 1 Autocross Chair:** Don Coburn

(516) 804-2562 & [AutoxerPCA@aol.com](mailto:AutoxerPCA@aol.com)

**Zone 1 Registrar:** Henry Hoeh


(631) 582-3226 & [1gplus@optonline.net](mailto:1gplus@optonline.net)


**2007 - Zone 1 Autocross Registration Form - Pre-registration Open NOW**

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

Entrant: _____	Model/year: _____
Co-entrant: _____	PCR class: _____
Address: _____	Sat. Dinner: \$25/person x _____ persons = \$ _____
City/State/Zip: _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
Phone (eve): _____	<b>Total Amount Enclosed: \$ _____</b>
E-mail: _____	
PCA Region: _____	<b>Checks payable to: Zone 1 PCA (US Funds Only)</b>

Mail to: Henry Hoeh, 65 Joyce Dr, Hauppauge, NY 11788






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.**

*Escape Into American History*



## Escape Into American History

Mark down October 11-14 on your calendar for this year's PCA Escape Weekend. This year, the Potomac Region is hosting Escape Into American History. Enjoy four fun filled days of touring, socializing and showing off your Porsche. The headquarters is the beautiful Marriott Westfields Hotel in Chantilly, Virginia. From a Welcome Reception on Thursday to a bevy of tours to choose from on Friday and Saturday, to an Escape Dinner on Saturday and a low key car show on Sunday, you'll take away a lifetime of memories.

The Marriott Westfields Hotel is offering a special rate of \$129.00 (plus tax) per night. This rate also includes a full breakfast for two each morning. In addition, there will be secured Porsche only parking and a wash station to keep your pride and joy nice and shiny all weekend. For those who are flying in, the hotel is close to the Dulles Airport.

The Escape begins Thursday evening with Registration and a Welcome Reception at the Marriott Hotel. Afterwards, you're free to dine in any of the great local restaurants. The 2007 Escape team will provide you with many suggestions.

Friday and Saturday is chock full of driving tours. Choose between half or full day tours. Here is an list of the tours that will be offered. The Udvar-Hazy Air and Space Museum; Annapolis and the United States Naval Academy; Arlington Cemetery and Women in Military Service Memorial; Mount Vernon Estate and Gardens; Harpers Ferry National Historic Park; The Covered Bridges of Maryland, Famous Battlefields, The National Museum of Marine Corps and Heritage Center; Skyline Drive and Virginia Wine Country. Each of these tours is led by a knowledgeable Potomac member. They will be happy to help you find which tours will satisfy your appetite for a taste of American history.

Please check the website for detailed descriptions of each tour. After touring the area on Saturday, join us for dinner at the historic Hunter House where you'll be able to share your stories with other PCAers.

Registration is limited, so don't delay. Visit [www.pca.org](http://www.pca.org) for further information or contact the event registrar, Tom Bobbitt at [tom.pca@cox.net](mailto:tom.pca@cox.net) or 757-259-7823.

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.

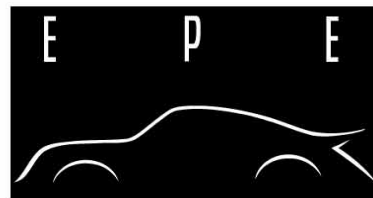
**EPE** has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

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

# EXCHANGE

YOUR CARD CAN BE  
HERE FOR ONLY  
\$60/YEAR!  
CONTACT THE  
EDITORS!



FROM THE GARAGE  
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


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



## Foreign Auto Repair

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

Christopher Loader  
European Specialist

MasterCard VISA ASE

**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



## KATHY'S KITCHEN

PERSONAL CATERING SERVICES  
KATHLEEN ROBINSON  
OWNER  
3 NICHOLAS WAY  
BARRINGTON  
NH 03825  
603 335 3024  
603 438 4950 (CELL)  
DROBINSON@METROCAST.NET



**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/>



Black River Design, Architects  
Montpelier, VT 05602

**BLACK RIVER DESIGN**

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.

**Sale 2001 Volvo V40 Wagon\*\***, silver, 76K miles, automatic, AC, winter package, heated seats, AM/FM/CD. Good condition + extra set of wheels with snow tires & Volvo roof rack. Asking \$9,950 or BO. Or use as a basis for trade to a C4. Jack Saunders 603-536-4275 or saundoj@suchmail.com.

**Wanted:\*\*\*** A 1995 to 1997 Carrera-4, low mileage and in excellent condition, in return for my 2001 Volvo V-40 in mint condition after 75K miles, plus cash. Call Jack Saunders, 603-536-4275 or saundoj@suchmail.com.

**Sale \***1983 911 SC Coupe Red/Black VIN:WP0AA0918DS121978. 110,000 miles. Runs great. All the good upgrades and retro-fits. I've owned for 10+ years. Lots of service records. \$18,000. Keith Quinton 603-643-4508 or keith.quinton@valley.net

**Sale: \*** 2002 Saturn SL - Maroon ext., grey int., 5 SPD, AC, CD, 94K miles, new summer tires and snow tires mounted on 2nd set of rims, 1 owner with complete maintenance records, Amsoil synthetic oil every 5K, mostly highway miles, new brakes pads and rotors. Very clean and babied. Get 36-38 Miles Per. Gallon easily! \$4,000/OBO (\$400 below book value) Jay Gratton @ (603) 498-8576 or JEG914@AOL.COM



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


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

MICHAEL GRISHMAN

**FOREIGN INTRIGUE**

46 PINE HILL ROAD  
BERWICK, MAINE 03601  
207/698-1000  
FAX: 207/698-1001  
www.foreignintrigue.com

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



Lavallee/Brensinger Architects

Architects  
Interior Designers  
Planners


603.622.5450 www.lbpa.com



**DAVID CHURCHER  
PHOTOGRAPHY**

603.799.4688  
DavidChurcher@comcast.net

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: dwtmer@porschenashua.com

**2006 Certified  
Sales Professional**

HARRY D. ROBINSON  
CERTIFIED SALES PROFESSIONAL



PORSCHE



Audi

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

**2007 Certified  
Sales Professional**

## AD INDEX

- 24 Apex
- 24 Autowerkes
- 30 Ayer European Auto Restoration
- 34 Black River Design
- 13 Blair Talbot Motors
- 28 Car Part Connection
- 35 Dan Witmer (Porsche of Nashua)
- 35 David Churcher Photography

### Inside front

- cover Dover Auto World
- 33 EPE
- 16 EXOTECH
- 35 Foreign Intrigue
- 35 Harry Robinson (Porsche of Nashua)
- 27 HMS

### Inside back

- cover IRA
- 34 Iron Horse
- 34 Kathy's Kitchen
- 35 Lavallee/Brensinger
- 34 Loader Imports

### Back cover

- Michael Bernier Agency/  
Hagerty/Allstate
- 30 Meister Restorations
- 6 Porsche of Nashua
- 28 Parts Connection
- 24 Parts Heaven
- 34 Performance Electronics
- 31 Precision Imports
- 35 Sports Car Workshop
- 34 Scott Murray (Wells Fargo)
- 35 Stibler Associates
- 24 Stuttgart Northeast
- 34 Tires to You
- 29 Tool and Equipment Connections

## NORTHLANDER ADVERTISING RATES

Inside cover	TBA
Back cover	TBA
Full page	TBA
Half page	\$50
Quarter page	\$35
Eighth page	\$25
Business card	\$5

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.

## B T W



Can you spot the Porsche in this picture?

What is this picture? It is a 5'-9" diameter saw blade designed and painted by Jay Carter and Tracey Levasseur for friends. The blade, called *Four Seasons*, can be seen at some agricultural fairs in Maine and New Hampshire until October. The tractor in lower left is a Porsche diesel "Super".

## NEXT MONTH

A surprise from Canada

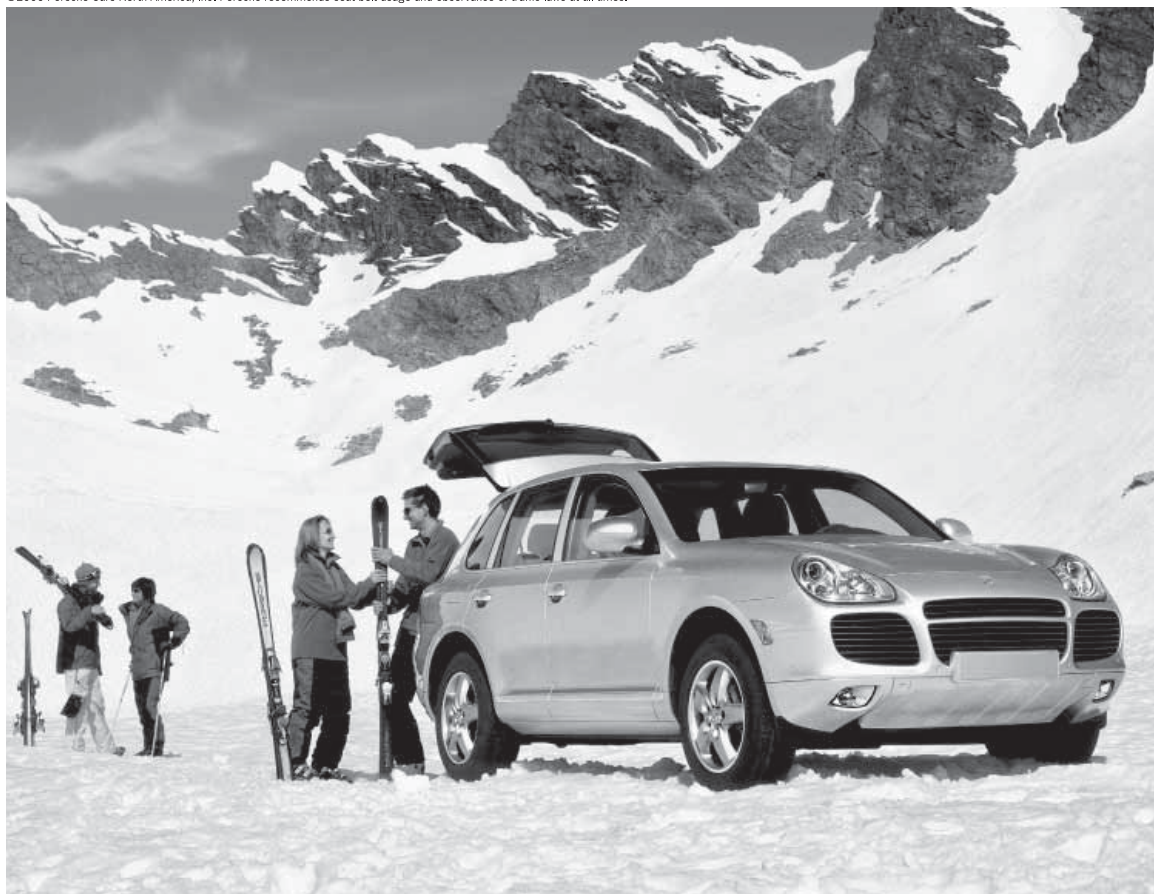
Vintage Rally Replica Part 2

Auto Cross 5

Technical stuff



Autocross #5



## 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.

# 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. Because all we cover are collector car owners – the safest drivers on earth – our rates are ridiculously low. So blow your dough on something fun for a change.

Fueled by:



Collector Car Insurance™



Michael A. Bernier, Agent  
The Michael A. Bernier Agency, Inc.

603-889-5800 | Fax: 603-886-5184  
mbernier@allstate.com

## 2007 **Wine Opener** to benefit the Cystic Fibrosis Foundation

*Date: Wednesday,  
September 12, 2007*



*Time: 6-9pm*

Come join us for the 2007 Wine Opener to benefit the Cystic Fibrosis Foundation!

Hosted by WZID's own Mike Morin!!

Enjoy a wonderful night of great cuisine, wonderful wine, and musical entertainment as we "Un-Cork" a cure for CF!

**Where:** Porsche of Nashua

**Price:** \$25 General Admission  
\$50 VIP Admission

To purchase tickets, call us at 603-598-8191 or to purchase online, simply go to

<http://newengland.cff.org/wine>

**Cystic Fibrosis Foundation**

114 Perimeter Road  
Units G & H  
Nashua, NH 03063  
Phone: 603-598-8191  
Fax: 603-598-8167  
Email: [no-new-eng@cff.org](mailto:no-new-eng@cff.org)



...adding tomorrows every day.

IncrediBREW

CARRABBA'S  
ITALIAN GRILL

We know why you fly. American Airlines

This is a non-smoking event.

## NORTHLANDER

volume XXX number 9

September 2007

Lisa Roche  
35 Chapman Place  
Leominster MA 01453

Change Service Requested



PRSR STD  
U.S. Postage  
PAID

Manchester  
NH  
Permit #417