

NORTHLANDER

NORTH COUNTRY REGION
volume XXX number 10

PORSCHE CLUB OF AMERICA
October 2007



In this issue:

Car show at New London, NH; Autocross 5 and 6, DE at LRP

Passion.



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NORTHLANDER

North Country Region
Volume XXX Number 10

Porsche Club of America
October 2007

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The regular article and Advertising closing date for the **Northlander** is the 1st of the month preceding the publication month. See page 36 for advertising rates.

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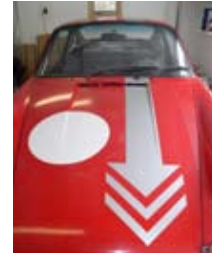
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Cover AutoCross #6 September 16 2007

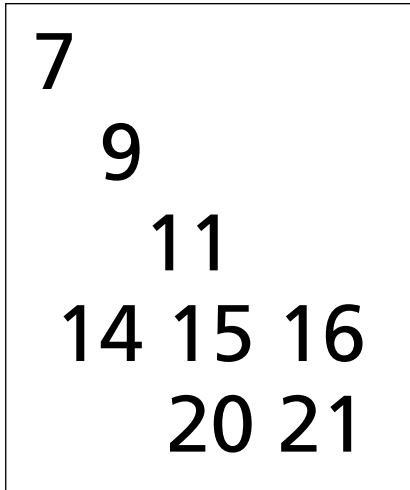
David Churcher

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OCTOBER AT A GLANCE

OCTOBER 2007

- 7 Car Show/Tour, Budweiser, Merrimack, NH concour@ncr-pca.org
- 9 Board Mtg, location: Cat N Fiddle, Concord
Miriam Dunster, president@ncr-pca.org
- 14 Stratham Car Show, Stratham Hill Park, NH, Miriam Dunster,
president@ncr-pca.org
- 11-14 PCA Escapes, Washington DC area.
- 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, New England Center, 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

Nominating Committee Announces NCR Slate for 2008

Judy Hendrickson, Nominating Committee Chair

This year's nominating committee consisted of Edgar Broadhead, Matt Romanowski and myself. We are pleased to announce the proposed slate of officers to lead NCR for 2008. Biographical and goal information along with photos of those willing to serve the club will be included on the ballot. This ballot will be included in the mailing for the Annual Meeting/Dinner information. Ballots are due back by the Annual Meeting, November 10. Results will be announced at the Annual Meeting. Per the Bylaws, the time for further nominations closed on September 26 (45 days prior to the Annual Meeting). Should you have a desire to help in the running of the club (through one of its committees or an event), please contact current President Miriam Dunster, and let her know of your interests.

2008 NCR Slate of Officers

- | | |
|---------------------|-----------------------|
| For President: | Miriam Dunster |
| For Vice-President: | Ivy Leonard |
| For Secretary: | Paul Tallo |
| For Treasurer: | R. C. "Pete" Petersen |

Please note: calendar information is correct at the time of **Northlander** going to press but for the latest information you should check our web site: www.ncr-pca.org



Tracey Levasseur

Where is personal responsibility?

... people need to take more responsibility for themselves and their children.

Earlier this summer I caught a report on the national news regarding the development of a device to install in cars that will warn the driver upon exiting the car that there's a child still buckled in the backseat. This piece came on the heels of a story about a woman who had recently left her child in a hot car while shopping and the child died. It's a horrible story to have to hear especially when those hot summer days were upon us and we all know how stifling it gets in a locked up, sealed up car. It was also hard to hear the "blame game" of who is responsible for a child's safety in a vehicle.

Cars have many warning signals: a bell tolls telling you to buckle up, some have an annoying buzzer when you've left the lights on and more modern vehicles have back up warning sounds for bystanders. Some of these warnings are helpful, some are now standard features on vehicles. The car companies have responded to safety concerns over and over and you can literally hear the bells and whistles every time you get in a vehicle.

But what the news report claimed was that car companies don't want to pursue this "child minder" technology because it would cost millions of dollars. The report cites that because of the cost carmakers aren't giving it priority. However, in the same breath the reporter states that there is already a device which basically involves a "smart chip" on the child's car seat that is activated when the child is buckled in. It's synchronized with a keyring remote. If the driver gets out and

walks a certain distance from the vehicle the keyring beeps a warning to remind him/her that the child is still in the vehicle. So if the technology exists, and it exists on child safety car seats why should the automakers get involved? Parents have to buy car seats anyway so it only makes sense that the car seat makers should equip them with this "child minder."

The news report gave the impression that automakers were putting profits ahead of child safety. As I see it, if the automakers do get involved in this technology you know the first instance that a child dies in one of the vehicles equipped with the "child minder" there will be a lawsuit against the automaker. So again we play the blame game and shift responsibility. The sensor failed so the carmaker is to blame for a child left in a hot car? Where is personal responsibility?

Automakers equip cars with so many safety features and reminders they should not be forced to include a warning sensor to remind a parent that their most precious cargo is in the backseat and it's a hot summer day. The sensor is a good idea on child safety car seats since all small children have to sit in them while riding in a vehicle. But blame should also not be placed on the car seat manufacturers should a child still die from being left in a vehicle. That's common sense and people need to take more responsibility for themselves and their children.

Tracey



Miriam Dunster

I would like to remind everyone that we are currently in our 30th year as a region so at our annual banquet we will be celebrating this landmark.

Hello Everyone,

Just about to pull another sheet off the wall calendar. The temperatures are mellowing and some of the trees are tinting along the New Hampshire highways, all signs that 2007 is coming down the home stretch. As you read this October edition of *Northlander* we will be in the beautiful colors of a New England fall. I have heard from our Social chairs Ivy Leonard and Steve Robbins that a number of members will be enjoying the scenic New Hampshire roadways enroute to the Balsams on October 20th. It should be another event that exhibits one of PCA's bylaws, which is to promote the enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche.

As I write this column NCR just finished another event that was a prime example of that bylaw. Today was the Car Show in New London, NH. It was a great day to display the benefits of my recent lessons described in the last two editions of *Northlander* within my column. Our concours chairs, Lisa Roche and Judy Hendrickson, found a quaint New England location with the assistance of local residents Nancy and Edgar Broadhead. These individuals worked with town representatives, local businesses, private collectors and sponsors to pull together a schedule of activities that benefited the NH Food Bank. The New London town green displayed the depth of the Porsche marques from 356 models to the most recent Cayman. Personally, I was a little disappointed that the 924, 944, 928, and 968 models were lacking at this event. Maybe I scared them all off with the details of my efforts on my 944 over the past few months, yeah right. I have to say it was nice to reap the benefits of my work although by default.

We could have made a much stronger presentation on the green if the twelve other Porsches I counted parked on Main Street during the event had pulled around and joined the show. Maybe next year, if we have the same site, we will be able to strengthen the presentation with

the variety of colors and models Porsche has made over the years filling the town green by at least seventy percent. Another wonderful feature of the day was meeting a number of new Porsche owners or those that want to be one. The board members present hope that all of the people we met will soon be mailing in their membership applications to join their local region or more specifically North Country.

The Budweiser plant in Merrimack, NH is the site of the next car show which will again benefit NH Food Bank. Hopefully more of these great cars will be in attendance and the depth of the models and colors will be shown to all that stop by. You never know what Porsches are owned here in New England. Since my car cleaning lessons have not yet concluded, I understand that there will be a Judged Class along with a Peoples Choice Class at this event. So I just might have to compete at the judged level to see how my efforts stack up to the experts. Will I get an A+ or C-? Why don't you come on by and see for yourself. We all know that the NH Food Bank needs all our support as the holidays will be right around the corner along with the colder weather. I hope you can all make this final car show of 2007 on October 7.

I would like to remind everyone that we are currently in our 30th year as a region so at our annual banquet we will be celebrating this landmark. Our annual banquet will be held in Durham, NH at the New England Center the evening of November 10. This is a great location which includes the amenity of rooms for the weary travelers that have a long drive in order to attend. Come on out and meet your fellow club members, share some of your most memorable moments or share in the wealth of knowledge found within the membership while enjoying the relaxed atmosphere of a party.

Hope to see you soon at an event.

Happy travels on the roads of New Hampshire.

Miriam



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'07 Cayman S	Black/Sand	P7022	\$55,500
'07 Cayman S	Arctic Silver/Black	P7023	\$55,950
'07 Cayman	White/Stone Grey	P7038	\$51,690
'07 Carrera S Coupe	Demo Midnight Blue/Grey	P7018	\$84,900
'07 Carrera S Coupe	Arctic Silver/Grey	P7025	\$88,900
'07 Carrera Coupe	Black/Grey	P7069	\$80,975
'08 Cayenne Turbo	Crystal Silver/Stone	P8015	\$112,045
'08 Cayenne S	Meteor Grey/Black	P8021	\$72,025
'08 Cayenne S	Jarama Beige/Havanna	P8024	\$68,995



Lisa Roche

New Members:

Cynthia J. Bogert
Ian C. Bogert
Rye, NH - 1961 356B

Ron Burton
Hooksett, NH - 1989 928

Roswitha Fuller
Fred Fuller
Amherst, NH - 2002 Boxster

Gary M. Levine
Hanover, NH - 2007 Cayman

Jason C. Loy
Richard Loy
Manchester, NH - 1977 911

Jeff R. McPherson
Litchfield, NH - 2000 Boxster

Michael J. Nadeau
Joyce Nadeau
Amherst, NH - 1983 911

Rick S. Neves
Nancy Sitta
Millis, MA - 1986 944

Paul Padfield
Rose Padfield
Manchester, NH - 1999 911

Urma A. Bogdan
Brighton, MA - 2007 Cayman S

Member Anniversaries:

1 Year:

Sean B. Reilly
Karen Reilly
Rutland, VT - 1978 911

Robert T. Studley
Merrimack, NH - 2006 Boxster

Glen D. Powell
Canterbury, NH - 2002 GT3-R

Arlen M. Rasco
Bedford, NH - 1984 911

2 Years:

Terry Carlson
Jan Carlson
Bedford, NH - 2006 911 45

Maurice J. Cozzo
Sandra Cozzo
Hanover, NH - 2005 Cayenne

Cara Ness
Medfield, MA - 1987 924S

Kenneth A. Viscarello
Anna Viscarello
Manchester, NH - 1989 911

Jeff Bruewer
Karen Bruewer
Van Wert, OH - 1969 911E

Richard Cormier
Windham, NH - 2001 Boxster

5 Years:

Ernest L. Brochu
Chichester, NH - 1979 911
Nancy Carlisle

William C. Brown

Margarita Brown
Silver Lake, NH - 1973 911

Jesse L. Fenn
Grantham, NH - 1984 944

Michael B. La Fleur
Nancy La Fleur
East Hampstead, NH - 2002 Boxster

William R. Larsen
Sandy Larsen
Waterville Valley, NH - 1990 911

Michael T. Rego
Amherst, NH - 2002 C-2 Cabriolet

Gerald F. Rocha
Stephen Rocha
Bedford, NH - 2003 Boxster

Jay C. Voelker
Betsy Voelker
Bow, NH - 1990 911

10 Years:

James H. Alton II
Lindsey Diane Alton
San Dimas, CA - 1965 911

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



Joe Kraetsch

AUTOCROSS #5 & #6



SPONSORED BY



NCR Autocross #5—August 12.

The weather was beautiful at Moore Airfield in Devens, 52 drivers were treated to a fun and challenging course set by Chris Darminio. We had a few close races with the second place finishers turning in quicker afternoon times but not quick enough to overcome the morning leader. In Class P6, Chris Ryan beat Bob Canter by a half second in the afternoon but it was not enough to overcome Bob's 0.7 second morning lead. Similarly, in P3 Sigrid beat Chris Darminio by a half second in the afternoon but not enough to overcome his 0.8 second morning lead. In P2, I beat Lisa by a mere 0.06 second in the afternoon session, nowhere near enough to catch her 1.4 second morning lead. She also beat me the day before at the NER Autocross. Lisa drove exceptionally well this weekend. In PAX, she finished second overall only to Chris Darminio. Dave Grant graduated from Novice by winning the class and FTD went to Charles Stromeyer.

NCR Autocross #6—September 16. Sponsored by Pangaea Films

We had another beautiful sunny day for our final event. It was a bit cool in the morning, but warmed to the low 70's in the afternoon. We had our largest turnout of the season with 65 drivers showing up to navigate a very technical and challenging course laid out by guest course designer, Chang Ho Kim. For the afternoon session, Chang modified the course, making it less technical and more fun but still quite challenging. Afternoon times were five to ten seconds quicker than morning times. Once again, Chris Darminio won the P3 morning session but this time, Sigrid came from behind in the afternoon to take the win and also take

top PAX. In Strict Stock, Steve Ross had the fastest afternoon run but still fell over a second short of Fred deNapoli's combined time. Once again Charlie Stromeyer took FTD and today Mike Moushen graduated from the Novice class with an impressive win. Ollie Lucier provided entertainment for the day by screeching his way through the slaloms with his \$100 1993 Pontiac Bonneville. Rumor has it that this may be a demolition derby car...or a limo. I would like to thank Miguelangel Aponte Rios and Pangaea Films for sponsoring this event. Please visit www.pangaeafilms.com to learn more about Pangaea Films and some of the wonderful work they have done.

NCR Autocross 2007 Season Summary

We ran six events this year including one at NHIS in Loudon, NH. We had nice weather for all six events although the forecasts for a couple events were questionable. We averaged 54 drivers per event with 150 different drivers participating this year.

We made a few changes this season. We implemented a new class structure to increase competition and reduce the number of classes. We also introduced a Novice Class. We changed the scoring to include the best times from each session and we used the PAX system to score the Novice, Improved, Modified and non-Porsche classes more fairly.

Congratulations to the 2007 Class Champions. The class champions are determined by a point system. To be eligible for a class championship, a driver had to participate in at least four of the six events in that class. The final points

are taken from each driver's five best finishes. Class 7 resulted in a points tie between Chris Jacques and Greg Osche but Chris wins because he has more first place finishes. Jack Saunders managed a respectable second place finish in Class P4 just three points behind first place. The point totals and standings are available on our website.

Even though the PAX system is not perfect, it allows us to compare results between classes as well as within the PAX classes. I would also like to congratulate the top ten drivers based on their average percentage of the top PAX (five best finishes; minimum of four events):

I would like to thank several people for helping to make the season so successful. Thanks to Ed Broadhead for managing the equipment and keeping us safe. Thanks to Lisa Roche, Miriam Dunster and Judy Hendrickson for handling registration. Thanks to Kevin Bobbitt for setting up the timing even when he couldn't participate. Thanks to Kevin, Lisa, Miriam and Judy for handling timing and scoring during the events. Thanks to Chris Darminio, John Mac Donald, Chang Ho Kim, Ron Mann and Mark Schnoerr for some great courses. Thanks to Mark Schnoerr for a great job as Novice Captain and Chief Instructor. Thanks to Christine Skaubitis

for always being there to work the early shift at the gate. Thanks to Georges Rouhart, Neil Halbert, George Skaubitis and John MacDonald for working the tech line and filling in with other work assignments when needed. Thanks to everyone else who pitched in to help when needed, especially Barb Jacques and Nicole Halbert for repeatedly helping out when needed even though they weren't competing. Thanks to David Churcher for his great photography. A huge thanks to Lisa for all her help getting ready for the events and keeping me organized. Finally, and certainly not least, many thanks to Steve Berry at **Gravity Performance** and Miguelangel Aponte Rios at **Pangaea Films** for sponsoring events.

We are already planning the 2008 season. If you have suggestions or ideas that might improve the program, we would like to hear from you. We will have the use of the Moore Airfield at Devens for one more year before it gets developed. We are hoping to run events at NHIS again but with the reported sale of NHIS, we don't know yet if we can. We are looking for new sites with a large paved area void of light poles and parking curbs. If you know of a site like this, please let us know. Have a great off-season and we hope to see you in the spring!

continued on page 16



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Photographs of AutoCross #5 by
Matt Romanowski

Page 9

Photographs of AutoCross #5 by
Nancy Broadhead

more photographs on page 28



Paul Tallo

– each activity has to submit a budget by the end of November and our planning meeting for the 2008 season is tentatively set for December 8th.

Wow, how quickly it seems that the season changes! Just “yesterday” it seemed like I was going from one NCR event to the next. (By the way, I do apologize for the timing not working out to get my Secretary column in the last few issues of the *Northlander*.) At the September 11th board meeting it quickly seemed like we were talking about the last event for each activity, and nailing down deadlines for 2008 budgets and the 2008 planning meeting. While it might be sad to see a great 2007 season rapidly coming to a close, we should all look forward to the remaining events, the banquet and party on November 10th AND an even better 2008!

On September 11th eleven board members and event chairs met at the Cat’n Fiddle Restaurant in Concord, NH. Exciting news that is likely reported elsewhere in this issue is that the NCR membership broke the 500 member mark! We “found” some PCA members at the car show in New London, NH who had moved to New Hampshire and had not changed their region to NCR, and we have some very “social” (wink) board members who continue to convert folks over to the fun/friendly region...Back to the Board Meeting: You’ve already noticed the new format for the *Northlander* and look for more improvements – David and Tracey are getting ready to switch over to newer and more user-friendly software for *Northlander* layout. Ivy and Steve continue to add social events to the calendar – not too late to jump in for the trip to the Balsam’s and check the

website for description of Garage Social at Steve’s on October 27th. Hmm...sounds like maybe a new theme for socials? The August car show in New London was a success. With a combination of registration fees, raffle, and donations, we should donate about \$ 1,500 to the NH Food Bank. Please join us in October in Merrimack, NH! I can vouch that the car shows are a great opportunity to enjoy the cars and the people, and possibly more. I “might be” enjoying a glass of wine from a bottle of wine I won as a car show prize as I write this column!

As charity chair, I presented details from the August Make-a-Wish event at NHIS. Charity Laps, Track Samplers, and t-shirts netted over \$2,800 which is matched by NCR and exceeds our 2006 donation. My goal for the club is to continue to increase this each year. Did I mention that I still have a few t-shirts (two medium and two X-Large) left? The first folks to read down this far in my column and contact me at charity@ncr-pca.org get a special reduced price deal and still add to our Make-a-Wish donation!

That’s a quick summary. As always, contact me if you want the full formal meeting minutes, and contact any NCR board member if you have input or concerns. As I mentioned, our 2008 planning cycle has started – each activity has to submit a budget by the end of November and our planning meeting for the 2008 season is tentatively set for December 8th.

NOTICE

The NCR Bylaw changes distributed to all NCR members in early 2007 were all approved by the NCR membership. For latest complete bylaws, please refer to the Club Information tab on the NCR website www.ncr-pca.org



North Country Region's 30th 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



Paul Frucci

The NCR Lime Rock Fun Day was a great event in spite of a few problems.



... a few problems.

OK, here we are with one event left to go. As I write this I just got back from three days at Lime Rock Park; one day for our NCR event and two more days with Metro New York. Where has the summer gone? Hey, spring will be a long time coming and our event on October 15th and 16th at NHIS will commemorate that fact. Be there or be square!

The NCR Lime Rock Fun Day was a great event in spite of a few problems. First, our student run groups were pretty light, with only sixteen students in total. This certainly hurt the event financially, but the good news was that we were able to combine the Green and Yellow run groups and tweak the schedule so that everyone got about two hours of track time. There we got a lot of "thumbs up" with that little turn of events!

The other little curve ball that we had to deal with was about ten minutes before the drivers meeting we found out that our bought and paid for professional flaggers were not to be found. When we signed the contract with LRP it included flaggers, but it somehow slipped through the cracks with track management. Trust me, I'm on the phone with them first thing in the morning. The good news is that John Lussier and Fred Bussiere did a fantastic job coming up with a revised work schedule on the fly, and our drivers were very understanding as we did our best "Mea Culpa." Thanks to all who were there pitching in and for your understanding and patience. Thank you Fred and John for doing an awesome job adjusting "on the fly" making the issue transparent to most of the attendees.

We had a large number of attendees from outside of NCR which helped tremendously in filling the upper run groups, most of those were there for the Metro event which followed. It was fun having so many out of region folks there making friends with their NCR cousins. Take three days at Lime Rock when you can!

We had a fair number of NCR drivers who stayed for the following two days and we had the opportunity to participate in classroom sessions with Bob Green from

Skip Barber. He has had the opportunity to drive over 3000 laps a year at LRP, and has been doing it for over 10 years. I wasn't a math major, but that's a lot of laps. He was able to walk us through every turn at Lime Rock in detail, allowing us to take advantage of the experience and data that they have acquired over the years to be able to say with confidence that "this is the fastest way around the track." It was very enlightening for all, regardless of experience, and I hope we can do something similar for our drivers at an NCR event next season.

Our "In the Heat of the Summer" event at NHIS was a rousing success as well. We raised more money and did more track samplers than we have ever done at any previous event. The trackside pig roast seemed to be a hit, and I would welcome your feedback to determine if we should make this as an annual event. My feeling is that the food could have been better, but the idea of the trackside event is a winner.

Both events were "bent metal" free, which is a good measure of having safe fun in my book, so lets all try and continue that trend as we go into our last event at NHIS in October.

As always, we welcome your comments and suggestion on how to improve our DE program. Please email us at

de@ncr-pca.org.

Thanks, and we'll see you at the track!

Paul Frucci
#96 "Traktoy"



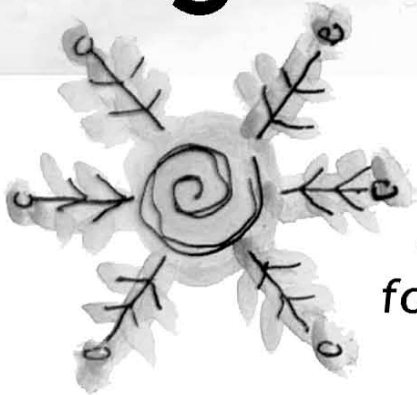
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over bridge; 1st LEFT onto Industrial Park Drive; after bend, #89 on right. WELCOME.



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 10th year:

30 Years Ago (Volume 1, Number 10) October 1978

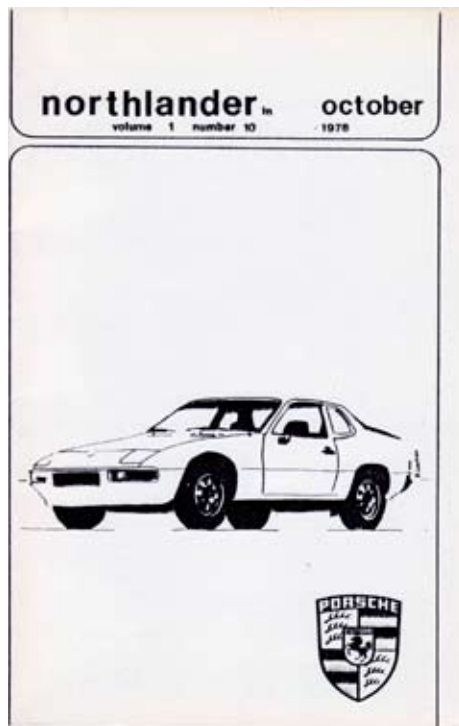
October was another informative issue. There were a couple of recurring themes from over the years – participation (or lack thereof) and balance in the treasury (paltry – what can we do to raise \$ and get people out doing things).

President Michael Grishman told us about his first Porsche and first Autocross experience back in 1968 at the old Mitchell Field on Long Island. Let's just say Michael was not the hot shoe that he was to become. I believe he said his best run was 8 seconds slower than the slowest car in his class. Membership Chair Mary Staley did a profile on Michael, enumerating his many Porsches up to that point (some 13) and many more since then. There were at least nine 356's in that first 13. In reading it through I learned that he had been a charter member and President (1977) of Down East Region. We don't see Michael that much anymore, but he is still a member and supporter of NCR and still has his hand in the automotive business (Foreign Intrigue) in Berwick, ME.

The Calendar showed another NCR Pease AX, a COM DE and AX at the old Bryar (now NHIS), an NER AX at the Orange, MA airport, a couple of Rallyes put on by NER and Acadia Region and promotion had begun for the FIRST Annual Banquet to be held at the Sheraton Inn in Portsmouth.

In light of the number of upcoming Rallyes there was an article "What is a Rallye?" describing its many nuances.

The Membership Meeting Minutes recounted a meeting held at yours truly's house (on Cheyenne Dr then) in Nashua. There was much discussion about what kind of events we could run during the hibernating months. Possible scheduling would have an event in late January and one in March then they would schedule



the next spring's events. Doug Hendrickson promised to put on a "Parade" type rallye in May of 1979 to help prepare folks for the Parade to be held in Reston, VA that summer. There was also talk of holding an AX school to try to bolster participation. The meeting ended with a quickie 10 question Tech Quiz from the Aspen Parade Tech Quiz and a slide show from Parade, the recent NCR pool party and some of Doug's old slides from the Nurburgring in the 60's.



The Treasury had a grand total of \$232.54 and the Mart had 3 interesting car ads: 1970 914/6 green/black, 14 inch alloys, new 2.5L engine and clutch, very fast, \$5500.; 1963 Carrera 2 Coupe, 912 engine, absolutely no rust, needs nothing, has Carrera disc brakes, sway bars, torsion bars, etc, gas heater, silver/red, serious inquiries only. And a 1957 speedster, red/black runs well \$5500 – all listed by Jay Barry in MA.

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)

See the September 2007 issue of *Northlander* for a synopsis of this bi-monthly issue.

Doug George

This old 914

The following lines are almost a verbatim of a recent email from my friend Doug George (aka Captain Canada) in the Great White North. Many years ago Doug and I went thru some predicaments together and claim we saved each other. Probably true. Doug and I became marathon runners and as younger men, with wings on our heels, and to the tune of Chariots of Fire, we ran many marathons. Today we remember those days and compare notes on his knees and my back. And we share our love of sports cars. In a future issue, perhaps, we will write about Doug's Jaguar (purchased in a elevator ride in Montreal) and his 20 year project with a Sunbeam Tiger.

The last paragraph refers to my mention of a day of running in Hyde Park where, as I recall, Doug pulled some crispy shorts and a shirt from the Porsche's trunk. I recall I was envious of my friend who had a Porsche (I did not) and I thought the 914 was a Porsche at a good price and with its engine in the right place. Doug was not so enthusiastic.

I have attached a couple of Doug's scanned but faded color slides of years ago.

David

David,

Thanks for the September issue of Northlander.

It was amusing seeing all the 914's. I had one for a couple of years. The four cylinder version with the Volkswagen micro bus engine. Absolutely without a doubt the worst, most trouble prone, piece of work that I ever owned. That includes all of the British cars that I have owned, even the Renault Dauphine. Let's see, four wheel disc brakes without power assist. That made for two foot braking. Forget

about panic stops. The panic was there but not the stopping. A gasoline heater in the trunk or was it a molotov cocktail? I'm not sure. Oil constantly dripping out of the bottom of the push rod tubes on to the manifold. I could always find my way home however, just follow the oil drips. My father in law would not let me park in his driveway. Colder than my MG twin cam in the winter time. I had to scrape the ice off the inside of the front window, really. The only solution was to drive with the windows open. The shifter was connected to the transaxle by elastic bands or at least that's what it felt like. Finding the gears was interesting to say the least. The occasional shift into second gear by mistake at high speeds was exciting. Someone tried to steal it from underground parking one cold winter's evening but could not get

it started. I bought the car for \$1,700, had it painted and drove it winter and summer for a couple of years. Sold it for \$2,000 to a kid who thought it was the greatest thing on wheels. He told me so as the tilt and load was picking it up for delivery to his house. Memories....

Actually, I liked the car with the exception of the engine and the brakes. The removable top was nice. It was comfortable and a brisk driver, but the engine was awful. As far as your recollection is concerned, it is a bit off. Bob Whitehead and Dr. Sheehan talked me into trying to run and not wear socks. Who needs socks? My shoes after a few runs without socks became a science project in the hot autoclave of the 914. What you remember is the smell of my composting running shoes. I will send you a couple of pictures.

Doug





continued from page 9

AutoCross 2007 Class Champions

Class	Champion
Strict Stock	Dick Demaine
Production 2	Joe Kraetsch
Production 3	Sigrid Schnoerr
Production 4	Neil Halbert
Production 5	Georges Rouhart
Production 6	Robert Canter
Production 7	Chris Jacques
Production 9	Mark Schnoerr
Improved	Charles Stromeyer III
Modified	Ron Mann

Even though the PAX system is not perfect, it allows us to compare results between classes as well as within the PAX classes. I would also like to congratulate the top ten drivers based on their average percentage of the top PAX (five best finishes; minimum of four events):

Sigrid Schnoerr
Mark Schnoerr
Chris Darminio
Joe Kraetsch
Chris Jacques
Charles Stromeyer III
Gregory Osche
Ron Mann
Stephen Berry
Lisa Roche

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Vintage Rally Replica (part 2)

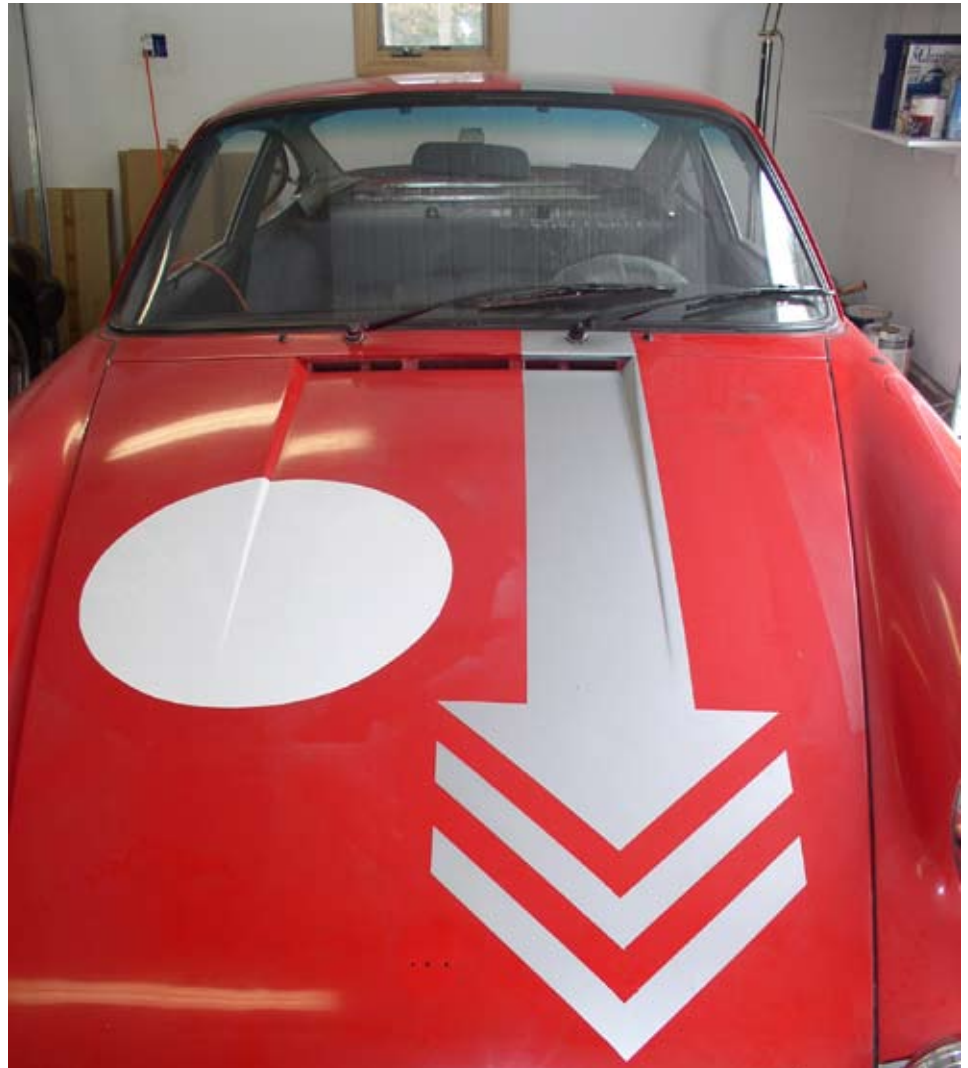
Welcome back to my “vintage” rally replica project. Last month I made a lot of promises, now it seems like I have to start delivering. That is “the proof is in the pudding” so to say and photos say a thousand words.

How I managed to save money by NOT painting my car...

As promised, this month I will detail how to save money by not painting your car, or at least not repainting the entire car. When I purchased my 911E the car was looking quite sharp having been recently given a quickie polish using any type of over the counter “polishes.” After a few weeks and several washes, the sheen quickly changed back to the truth, a car that had spent more than 10 years under the direct sun in Florida resplendent in a “chalky” Guards Red finish.

Well, I started this series of stories by stating that this project was economy minded and while a full repaint would be the best solution to my paint woes, my budget and thriftiness would prevail. Yes, the tired and dull paint would need to be renewed, a full repaint being out of the question. Plus I figured any rally-meister in the late 1960s or early 1970s wouldn't have bothered with new paint. Thirty years on, any old rally car would be showing some “patina” and my car had plenty of patina, just a bit too much. A repaint would look too new for my rally replica, plus the budget wouldn't support it.

Brace yourselves mate for the challenge of your life. There you are, the proud owner of a Porsche. If you read all the major publications or attend a concours event, you know that the only thing allowed to touch paintwork of the car is a proper well used baby diaper, 100% cotton, with only 100% cotton thread. Only then with an appropriate neutral pH cleaning agent can you wash the car. Everything I am about to tell you will contradict this ingrained



The 1970(?) Corsica winning 908 provided much inspiration for the big silver arrow on the hood.

mentality of protecting the paintwork on your fine German auto.

Sandpaper!

Yes my friends, Sandpaper, and plenty of it! I took sandpaper to the exterior of my car, cutting through the chalky sunburned paint to reveal beautiful lustrous paint beneath. Whoa for a moment!! You do not want any old sandpaper, select carefully only fine grit paper, plenty of water and a delicate touch. Starting with 400 grit wet/dry paper, a BIG bucket of water and a drop of dish soap, I worked my way over the entire car with care. Changing to 800 grit, 1000 grit, 1200

grit, eventually working my way to 2000 grit paper.

After removing the old dull paint with the wet sandpaper, I next switched to various grades of polish to bring a luster back to the paint, slowly turning this old sow's ear into a silk purse.

Prior to starting my wet sanding project, I had carefully removed a number of extraneous trim pieces, including the rocker panel trim bits, badges and side mirrors. Adding unnecessary weight to the car, the rocker trim would be dispensed, while I still have to decide what to do about the side mirrors. With





901

Carrera

R. Mann

the brightwork removed, I was able to wet sand the entire car, using extreme car to keep from cutting through the paint exposing primer below.

Even with the utmost care, I did manage in a few areas to just expose some grey primer below the topcoat in a couple areas. I also became intimately familiar with the bodywork and noticed a number of bumps, bruises and dents previously unknown.

These minor imperfections would have to be repaired or at least obscured through subtle slight of hand techniques. Back in the 1970's a trip to the local grease monkey to get some touch up paint might have been the trick. Today, however your local grease monkey is now a specialist, serving any number of exotic paints to choose from all at exotic paint prices. No Dupont Imron for me. The decades have moved on and the local grease monkey long extinct, an alternate source of inspiration and materials was needed.

And at this point I apologize to all the sensitive readers, turn away from these next few sentences if you are easily offended.

Yes, the twenty first century has brought about a new center for thriftiness and low budget solutions. Trying to stay within the ethos of a low budget "backyard" rally-meister as possible, I made my way to....Walmart!!! A true source of indeed low quality, low cost raw materials; I was able to find a surprisingly varied selection of touch up paint available in convenient spray cans. While Guards Red was certainly not available on the menu of choices, an attractive and understated "White" as well as a colorful "Brilliant Silver" hue were available, and would offer pleasing complimentary colors to my red car.

Yes! I took rattle cans from Walmart and SRAYED PAINT on my valued Porsche! White for the meatballs to which rally numbers will stand out in stark contrast

and silver to create pleasing trim lines and decoration, while simultaneously covering those few areas where I managed to cut through the original paint exposing primer below. Those few dents, bumps and bruises as well as a bit of research on old rally cars helped me decided on my paintwork. The 1970(?) Corsica winning 908 provided much inspiration for the big silver arrow on the hood. Although not in original gulf blue and orange colors, the silver arrow does cover a spot where I sanded too deep exposing bare metal. The white meatball on the hood also covers a number of dents in the hood. The silver along the rocker panels and additional meatballs on the doors add interest and the vintage vibe to be later complimented by a few rally decals. Budget = \$40

So did I or did I not "paint" my car? Strictly speaking, yes I did apply paint, but in keeping the budget low and not renewing the bulk of the paintwork through careful restoration, the car was essentially not repainted and I saved a boatload of money! If I had a transporter to take my back to 1969, I am sure my model backyard rally-meister would approve!



Yes! I took rattle cans from Walmart and SRAYED PAINT on my valued Porsche!



PorschePlatz ALMS Mosport 2007

Jack Saunders

Porscheplatz: The place to party while Porsches play.

My attendance at the ALMS Race/ Porscheplatz at Mosport, Ontario, on August 25 and 26, 2007, was prompted by my urge to celebrate the 40th anniversary of my viewing of the real "24 Hours of Le Mans" in France. Particularly memorable was an American, Dan Gurney, winning in a Ford in 1967. To top it off, I experienced the full 24 hours (I was awake 48 hours) from the vantage point of a VIP chalet (over the pits) thanks to the generosity of the son of the CEO of the MATRA Group, the French electronics giant of the time. This good fortune occurred at the 1967 Paris Air Show where I manned an exhibition booth for General Electric Company Jet Engine Division. My job as the manager of Jet Engine Support was to assist the NATO Air Forces to counter Russia at the height of the Cold War. In that role the German Air Force, now our allies, invited me to the annual Luftwaffe Banquet, which played out like a scene out of a movie with Americans fraternizing with former adversaries decorated with iron crosses, wearing monocles or eye patches and jackboots. There is a slight historic parallel in that Porsche evolved from a vehicle designer/producer for Germany during the war, to being a friendly collaborator in developing great cars for the US and the world, and supporting mutually beneficial activities like our own PCA. A great partnership which this Porscheplatz perpetuates and celebrates.

So why did I have such trouble in finding out from PCA friends and websites just what constitutes a Porscheplatz, before I committed to drive the 1200-mile roundtrip to the Mosport and ALMS/ Porscheplatz? The answer is my lack of expertise in navigating the Web! Fortunately, my grandson Mark, who lives in Toronto near Mosport, is a computer whiz and found the details on the Mosport website. The PCA perks plus the fact that Botho von Bose, the very



The smile! Clearly indicates Jack had a day to remember at Mosport ALMS

organized Zone I Rep, was the maestro of the event and convinced me to sign up my son and grandson to share this experience with me. Also by coincidence, Botho, hailing from Cologne, was a neighbor of mine when I worked in Germany and lived in the nearby, then capital, Bonn.

Here's what a Porscheplatz Pass buys you for the \$95 (Canadian) admission price, providing you drive into the paddock in a Porsche:

- a:** Admission to multiple days of track events including ALMS itself
- b:** Private VIP chalet/tent with amenities and adjacent parking
- c:** Catered BBQ lunch and drinks on race day
- d:** Porsche-only parade laps on famous 4-km Mosport track

e: Opportunities to meet race teams / drivers.

f: Private grandstand convenient to VIP tent at the most exciting action corner, turn #8.

Per our plan to get familiar with the Mosport/Porscheplatz scene, we arrived reasonably early to register on Saturday, qualification day. After a drive through busy, crowded camper areas thronged with spectators, we were relieved to arrive at our outstanding private Porscheplatz VIP area where we were greeted by Botho, "front and center!" We were surprised to find past PCA President Tom Bobbitt and his wife Eleanor, who registered us and explained all the events with particular attention to the timing of an agenda crowded with important activities. All events were conveniently listed on a Porscheplatz Plan which we wore on a neck cord. Although they are in retired mode now, I find the Bobbitts participating



Porsche people from Headquarters. L to R Peter Shwartzbauer, Pres. PCNA; W. Durheimer, V.P R&D; Uwe Brettel, Pres. & CEO Porsche Motor Sports, N.A. and Paul Gregor, Porsche AG Club Coordinator, N.A.



Above: Botho Von Bose, Zone 1 Rep. & maestro of the event greets a colleague from the USA, NCR-PCA.

Bellow: Rain does not dampen the spirits of Jack and Past President Tom Bobbitt's fun.



regularly in PCA events, such as the Zone I Tech Tactics session in Danbury, CT where I met them earlier this year. I suppose it runs in the family, as our own Kevin Bobbitt, their son, volunteers at several NCR events, including autocross.

My overall impression of this Porscheplatz, orchestrated by Botho von Bose with volunteers from Upper Canada Region, was that of a Mini-Parade in that it was a microcosm of exciting Porsche action events, technical info/exchange sessions and of course the unique camaraderie (on which my grandson comments later) and "gemutlichkeit" of ongoing socializing.

The following glimpse of the racing events and special presentations arranged by Botho hopefully will capture the pleasure of this great PCA event, which was capped by a super-exciting race finish.

On Saturday, between watching all IMSA classes practicing and qualifying for Sunday's featured ALMS races, and enjoying other official races like the Star Mazda, Formula BMW and IMSA GT3-Cup Race, we were treated to the following informative presentations:

IMSA Safety Team. High-level professionalism is demanded of the Team comprised of firefighters, rescue EMTs and medical doctors. There is a core of about four professionals that work every ALMS race to which they bring their specially equipped rescue vehicles containing firefighting extinguishers as well as high-pressure water hoses and hydraulically powered "jaws of life." At each track location they pick up the required number of local firefighters, EMTs and MDs to fully man the team which operates with military discipline and precision. Correctly, the command/communication center vehicle was a Cayenne, which is in touch with flaggers and the control center. Unlike NCR worker/flaggers who are drilled to be alert, holding flags at the ready, the Mosport flaggers I saw at our turn seemed a bit lax, but jumped into action when several spins occurred in front of our viewing stand.

Michelin Tire engineers elaborated on a special arrangement between Porsche Weissach and Michelin which provides engineers that team up with Porsche suspension engineers to optimize/tailor tires for a specific new prototype like the GT-2 club car. This very costly approach

is reserved for high-end and competition cars. However, I was disappointed to learn that Michelin is too busy with street and track tires to try to optimize some models for autocross.

The final feature of our first Porscheplatz day was getting credentialed for the IMSA sanctioned Porsche Parade Lap around the Mosport Circuit early on race day.

On Sunday we were up at 5am to make the 7:30am Mandatory Safety Briefing for Parade Lap drivers. My son and grandson literally squeezed into my 944-S2 and thoroughly enjoyed not one but four laps at 50mph which was sufficient to introduce them to the standard DE line through the turns using the full track width, i.e. turn-in, Apex (better late than early in most situations), then tracking out while squeezing the throttle to exit turn at max speed. This first track experience since my DE career was interrupted by an unexplained anomaly at NHIS reminded me that I missed it. Hopefully after improving my driving in many autocross events I might try participating in the DE scene sometime soon.

After being treated to ALMS warm-ups and IMSA Lite and GT3 Cup Races, we were briefed by Porsche AG managers (including Peter Schwarzenbauer, head of Porsche North America) saying: (1) Porsche's improved profitability will help fund more prototype development and support of racing; (2) Pan America prototypes are running in USA on schedule; (3) New GT-2 club car is on tap and (4) Canada is now outperforming USA in growth of sales. However a serious sore point voiced by the many Canadians among us is that despite the virtual par in USA/Canadian currency, car prices in Canada continue to be arbitrarily higher. The racing manager noting the phenomenal success of Porsche Racing, especially Penske's unprecedented 8 outright overall ALMS wins, said Porsche doesn't mind beating its closest competitor, Audi, even though it's a German automobile firm.

There was a brief mention of IMSA changing the percent of ethanol in racing fuel to benefit engine performance.

Regarding Porsche Factory Support of other race teams like Dyson Racing, it was interesting to hear from Dyson himself



Above: IMSA Safety Team brief Jack on rescue truck functions.

Below: A colorful array in the VIP parking zone.



(who runs funds and races for the team occasionally) that Porsche enthusiastically supports him with factory engineering and prompt supply of critical parts.

Dyson, who splits his time between managing Dyson Enterprises (a diversified manufacturing firm) and his first love, racing (despite approaching 60) shared the following with us: (a) Mosport continues to be a superior track that still has its original "great rhythm" because it has not caved in to powerful Formula 1 pressure to introduce disruptions like chicanes; (b) Racing is now safer because of sealed fuel tanks, HANS devices and safer tracks and (c) ALMS is successful partly because it costs much less to field a team than the \$250 million for a Formula 1 team. An interesting sidelight was Dyson's answer to my question (as an "aged solo

racer") on the criteria for retiring aging racing drivers. Namely, he just had one of his top drivers, in his late 40s, who was still winning, voluntarily retire because he sensed he was losing some of that elusive edge and split-second reflexes so essential in surviving competitive passes in tight turns.

Finally, Dyson, who couldn't praise Porsche enough, said the phenomenal Spydres tolerate the extremely high cornering forces so well because of Porsche Engineering's attention to detail plus drawing on its long experience in learning from past failures that are noted and featured in their hardware museum in Weissach.

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pitched its merits. (My 944-S2 continues to fare well with Castrol 20W50 per Blair Talbot's advice at about 1/3 the cost of Mobil 1) Here are some useful tips: (a) Mobil 1 doesn't require special oil filters; (b) You can mix synthetics with mineral-based oils if stuck on the road, without damaging the engine; (c) Oil must be changed if subject to excessive condensation and (d) It's not necessary to flush the engine when switching to Mobil 1 unless it's an old car that wasn't cared for. In that case you'll end up with sludged filters and leaky seals, if you skip the flush.

Now that we'd been fully briefed technically, we were ready for the excitement of the races, but not before Botho held several drawings for chances to win useful prizes. The big feature was the Distance Award Recognition prize, a set of Michelin tires, which I would have won if a PCA'er hadn't made the trip from Nova Scotia.

Now for the "raison d'être" of this great PCA event-the ALMS race itself. It couldn't have been more exciting than it was, as it unfolded before our eyes. To

continued on page 26

October 2007

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 farmstead 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.

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



Name _____

Address _____

Email _____ PCA Region _____

Model Year _____ Porsche Model _____

Color _____ Body Style _____

Category: People's Choice

Judged

Lunch # @ \$10 each

continued from page 24

top the several spins in front of us during the race, which was dominated by the V-Power diesel R-10 Audi driven by A. McNish and D. Capello, we were treated to a surprise finish. Five laps before the end of the race we see the Penske Porsche Spyder driven by P. Dumas and T. Bernhard pull ahead of the leader and win the race. What happened? It turns out that the Audi's transmission got stuck in 4th, allowing the nimble Porsche to win. As the Porsche AG racing manager noted earlier, he doesn't mind beating a German cousin, but beating them for the overall win for the seventh time in nine races is overdoing it. To add insult to injury, Porsche/Penske went on to beat Audi again (due to its quickness in the comers) the following week at the Detroit ALMS race. *The Toronto Sun* headline: "Porsche Rules the Road at Mosport" says it all. (note: by the time this article appears in print the Penske Porsche team will have won the Detroit ALMS making it a total of eight wins).

Editors' note: This has happened before and the rules were promptly changed to put Porsche out of the running.



Three generations of Saunders Porschephiles. Left to right: Larry, Jack, and Mark.

As far as celebrating my 40th anniversary of attending the real "24 Hours of LeMans," this Porscheplatz/ALMS event was the best way to do it.

Let me close this report with my grandson, Mark's impression of his first Porscheplatz:

"The Porscheplatz was a fantastic experience for me. The community and camaraderie shared between PCA members was welcoming, comfortable and provided a forum to learn what Porsche lifestyle is all about. From the organization and execution of the Platz to the guest speakers and great BBQ

Octoberfest Social...October 27th 2007 @ 3pm Location: Steve Robbins' Garage, Henniker. NH.

Located at 67 Chelsea Court, Henniker, NH 03242. So plug this address into a web map search engine or your car's GPS and I'll see you on October 27th.

I will provide an array of coolers, BBQs, paper products, buns, soft drinks, chips. You can bring something to grill, side dishes, adult beverages and of course, your Porsche! I look forward to seeing you in a few weeks

RSVP to social@ncr-pca.org

lunch on Sunday, the whole weekend was enhanced by our VIP section and constant discussion and information sharing. The ALMS was an exhilarating race and a visually stimulating and nerve-wracking experience, especially when drivers attempted passes on the sharp turns on the track. As the days wore on we could lounge in our private tent or take seats on exclusive bleachers for PCA members which provided excellent viewing of the circuit.

"I can honestly say that I have always respected Porsches but the quality of the PCA members driving them is something to revere as well. I want to thank my grandfather for a great experience that has shaped my goal in the future to not only drive a Porsche, but embrace the community that makes these cars so special ... no wonder the Porsche team took the title at Mosport!"

Suffice it to say, Mark is hooked and will join me for his first co-drive at the Zone 1 AX weekend, Oct. 5 and 6 in Romulus, NY. I'm sure Botho von Bose will perform his magic and make this AX event fun for all who join me there.



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Photographs from AutoCross #6





This was the car that won: Best Overall People's Choice and Honorary Judges Choice (and obviously Best in 356 Class). Owner is Jim Messenger. More photographs from the Car Show on page 32.

Thirty-seven pristine Porsches graced the New London Common on a beautiful Sunday the end of August. Models ranged from new GT-3's and Caymans to vintage 356's and almost everything in between. Noticeably missing were representatives from the 928, 924 and Cayenne models, but having nine 356's there made for a great show. A very special thanks to the TYP 356 Northeast group for making our show a part of their event schedule this year. This was also the first outing for the Broadhead's recently restored 1967 911S. Damon Josz of Series 911 did the paintwork, but Edgar did all the other restoration work on the car, engine, interior, etc. Nice job guys.

The show benefited the NH Food Bank. Many spectators as well as entrants graciously donated cash and non-perishable foods in addition to their entry fees and raffle ticket purchases. Cash and food donations directly to the NH Food

Bank representative were \$117 and 18 pounds of food. Don Osborne of NCR and TYPE 356 NE donated a gorgeous print of the new Porsche Spyder campaigning in this year's ALMS series. \$101 was raised in raffle ticket sales for this print. The lucky winner was Charles Christ. We had another \$20 in cash donations that will go to the NH Food Bank and most, if not all, (the final accounting of expenses is not in just yet) of the \$1020 in entry fees will also go to the NH Food Bank for a grand total of \$1258 and 18 pounds of food for the NH Food Bank. In addition, should our expenses be less than the \$600 sponsorship money from **Michael Bernier Insurance Agency** then that balance will also go to the NH Food Bank. As advertised – all net proceeds from this event (as well as our Show on October 7 at the Budweiser Plant in Merrimack, NH) will benefit the NH Food Bank.

The NH Food Bank while a part of the NH

Catholic Charities is the only Food Bank in New Hampshire and serves more than 350 agencies in the state. Those agencies in turn serve more than 100,000 people living at or below the poverty line in NH, 28,000 of whom are children. Our efforts will help the NH Food Bank distribute over 4.3 million pounds of food to a network of soup kitchens, food pantries, children's programs and elderly meal sites in 2007.

Many spectators saw our signs on I-89 and in town and came to see the Porsches, vote for their favorites and contribute to the Food Bank. We were also fortunate to have distinguished Judges from the town of New London select our Honorary Judges Choice winner. Town Administrator, Jesse Levine, Fire Chief, Jason Lyon, and Police Chief, David Seastrand did the honors and chose NCR member Jim Messenger's beautiful Black 1964 356 C Cabriolet. Jim also garnered the peoples vote taking the

RESULTS OF THE NEW LONDON CAR SHOW

356s

9 Cars, 5 Trophies

1st	Jim Messenger	Black 1964 356C
2nd	Don & Sandy Osborne	Ruby Red 1964 356C
3rd	Donna Clarke	Heron Gray 1965 356SC
4th	Cheri & Michael Amalfitano	Champagne Yellow 1963 356
5th	Bill Collins	Ruby Red 1959 356A
	Peter Crawford	Slate Gray 1963 356 Super 90
	Jim Hannum	Red 1961 356
	Judith Hendrickson	Signal Red 1965 356SC
	Bill Sooter	Red 1965 356C

911s 1965-1977

6 Cars, 3 Trophies

1st	Darryl Coplan	Green 1973 911 RS Replica
2nd	Edgar & Nancy Broadhead	Arctic Silver 1967 911S
3rd	Jim Messenger	White 1973 911 RS America Carrera
	Francis DeLeo	Black 1968 912
	Bryan Jones	Silver 1973 911S
	David Karrick	Blood Red 1972 911T

911s 1978-98

8 Cars, 4 Trophies

1st	Ivy Leonard	Yellow 1978 911
2nd	Judith Hendrickson	Riviera Blue 1995 911
3rd	Bob Kivila	Black 1978 930
4th	Paul Tallo	Black 1998 993C4S
	Jim Clark	Brown 1988 911
	Jay Gratton	Moss Green 1985 911
	Arlan Rasco	Carmen Red 1984 911 Euro
	Frank Wilich	White 1989 911C4

911s 1999-2007

5 Cars, 2 Trophies

1st	Charlie Christ	White 2007 GT3
2nd	Virginia Young	Arena Red 2000 996
	Charles & Martha Dow	Speed Yellow 2005 997
	Luigi Minoletti	Midnight Blue Metallic 1999 911
	Don Watson	Arctic Silver 2002 996

914s

2 Cars, 1 Trophy

1st	Matt Romanowski	Willow Green 1972 914
	Judith Hendrickson	Bahia Red 1971 914-6

924, 928, 944 & 968's

1 Car, 1 Trophy

1st	Miriam Dunster	Kahlhari Beige 1987 944
-----	----------------	-------------------------

Boxster, Cayman, Cayenne

3 Cars, 1 Trophy

1st	Claire Dors	Cobalt Blue 2007 Cayman
	Edgar & Nancy Broadhead	Arctic Silver 2000 Boxster
	John Leach	Ocean Blue 2000 Boxster S

Race Car

3 Cars, 1 Trophy

1st	Paul Tallo	White 1993 RS America
	Steve Gratton	Brown 1977 911
	Damon Josz	Grand Prix White 1993 911 RS America

Overall People's Choice

Jim Messenger	Black 1964 356C
---------------	-----------------

Honorary Judge's Choice

Jim Messenger	Black 1964 356C
---------------	-----------------

Raffle Winner

Charles Christ

Overall People's Choice trophy as well.

While the spectators strolled among the Porsches on display entrants took a tour guided by David Kidder of the Ice House collection of his father, William F Kidder. Bill was the local Ford dealer and an active member of the NH Legislature and collected just about anything you can imagine. The Ice House collection is the result. A series of buildings, including the old one cell town jailhouse, housing many antique cars, mostly Fords, but others as well, antique tool, toys and much, much more. At the end of the day, the group toured over to the NH Historical Society to tour the 10 or so buildings there from the 19th century as well as their many collections including a beautifully restored Concord Coach that once served the New London stage line.

I especially want to thank those who helped to make the day organized and fun for everyone: Ed and Nancy Broadhead for their help with the town and locating the site and extracurricular activities, Don Osborne for his donation of the raffle print, Paul Tallo, Matt Romanowski, Xana Chauvin, Jay & Jamie Gratton and Miriam Dunster for helping set up and park cars, and last, but certainly not least my co-chair Lisa Roche for all that she does in keeping the concours program going. And a very special thank you to our sponsor, Michael Bernier of the **Michael Bernier Insurance Agency** in Nashua, NH, not only for his sponsorship but also for being there to help members with their insurance needs. Michael was able to give folks on the spot information about agreed to value insurance from Haggerty insurers. Our cars are special and are typically more valuable than the depreciated Blue Book value for which most insurance companies insure you. Hagerty and Michael are able to insure you for an upfront agreed to value at a cost often even less than your normal insurance carrier will quote you. If you didn't have a chance to stop by and talk with him, give him a call. See his ad on the back cover of the *Northlander*.

All in all, it was a beautiful day in a lovely setting with great people (entrants and spectators alike). Perhaps we will return there again next year. Let us hear what you think.



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Photographs from the August 26 New London car Show



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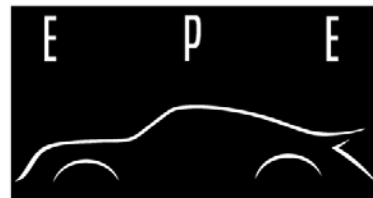
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The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

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* Indicates number of times ad has appeared.

Sale 2001 Volvo V40 Wagon***, silver, 76K miles, 33 mpg, automatic, AC, winter package, heated seats, AM/FM/CD. Good condition + extra set of wheels with snow tires & Volvo roof rack. Asking \$8,990 or BO. Or use as a basis for trade to a C4. 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 retrofits. I've owned for 10+ years. Lots of service records. \$18,000. Keith Quinton 603-643-4508 or keith.quinton@valley.net

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Sale:* '00 Boxster parts & misc. parts: Graphite grey leather seats (driver & pass.), heated, power backs w/ manual fore & aft movement, factory rails, very good condition (no tears, rips, or stains), \$1200. L & R standard headlamp units (non-litronic) w/ amber turn indicators, \$500. L & R taillamp housings (no lamps) w/ amber turn indicators, \$150. B-K fire extinguisher mount, R-2020, for 986 & 996 factory seats, \$75. Simpson cam-lock 5-point harnesses, black, driver & pass., w/ pads, \$150. John Leach, (603) 433-4450, or JSL986s@comcast.net.



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a great looking product. Good thing for you it's not a weekly :-)

top shelf David.
I can appreciate the work.

Wow... The publication looks great. The front cover really has a lot of impact. That is a big job to undertake every month...kudos to you. Do you mind if I pass the pdf on to a friend of mine who is a Porsche owner?

Thank you for the copy of the Northlander. You put a lot of work into this little paper my friend.

I pulled a pdf of the (sic) Westlander off the web- WOW- it's looking really, really good. Even to someone who drives a rusty old car... .

Oh. Oh wow. Wow! Wowweeee!

I'm speechless!

PS -- wow

Kudos to both of you for taking the time and making the effort to take The Northlander to the next level. I'm sure you'll get nothing but fantastic comments from your members.

I can see up close but I find the larger format much easier on the eyes. Even the pics look clearer and more professional in the larger format. Now let's see if we get other members' opinions on the new Northlander.

Hi, of course the magazine looks great - how could anybody think otherwise? I'm glad everyone else had the good sense to agree with me.

LUV the new mag!

Hi,
Great job with the new Northlander, I really like the larger format.

NEXT MONTH

Technical Stuff

The article we thought to run this month will run next month. Sorry about that. But it is worth the wait.



Shine and Dine ... what could be more beautiful than a bunch of Porschephiles with clean cars going to dinner?

Details on the cars and the cuisine in November *Northlander*



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