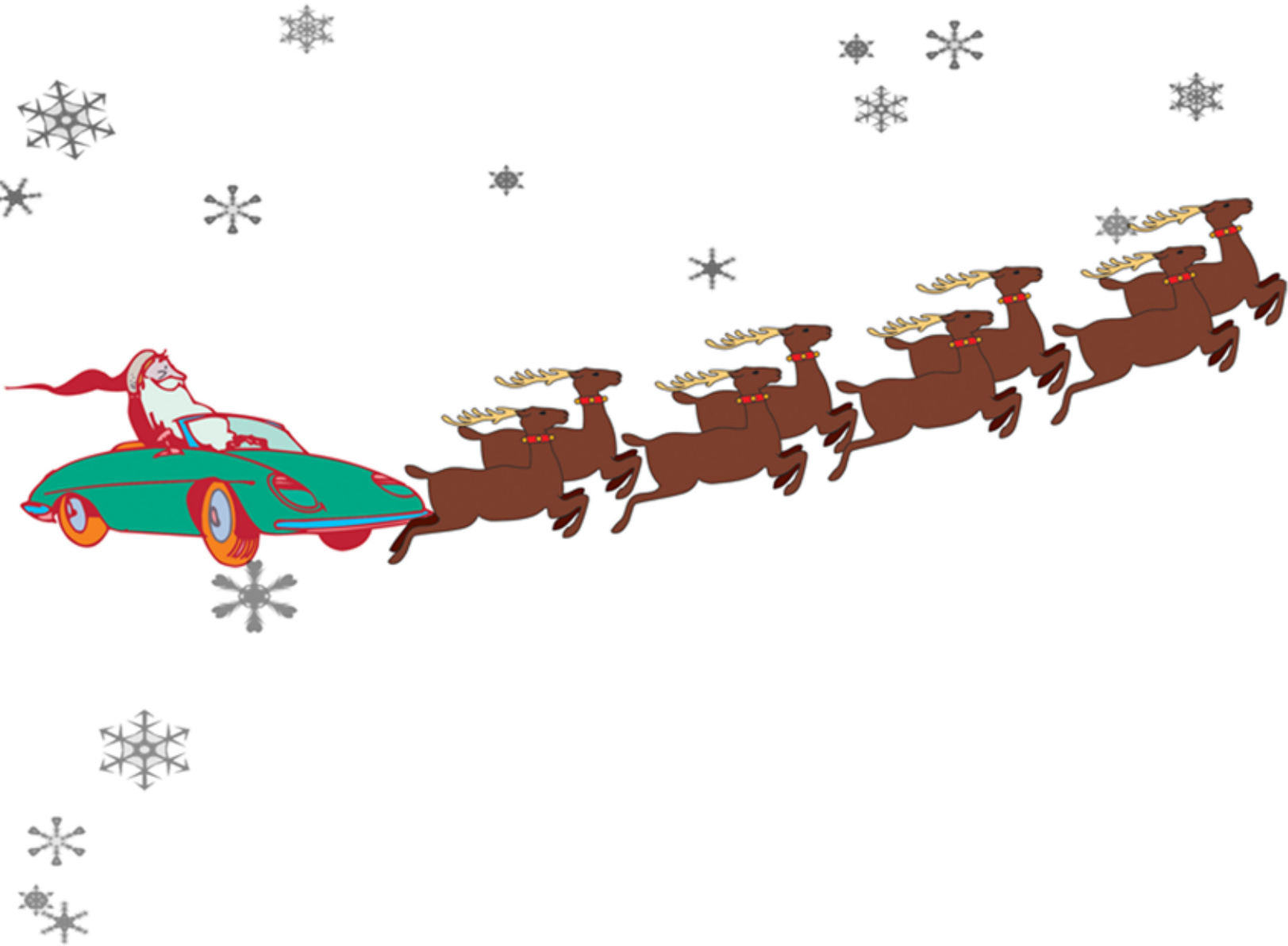


NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 12 December 2008



In this issue:

Shrimp Boil Rally, Balsams Weekend, The Banquet,
and a review of four excellent books.





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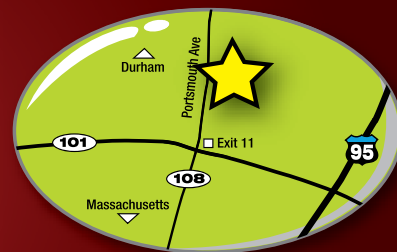


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NORTHLANDER

North Country Region
Volume XXXI Number 12

Porsche Club of America
December 2008

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Statement of Policy

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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 44 for advertising rates.

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2009 NCR ELECTION RESULTS

A total of 59 votes were cast from the membership. The nominated slate was unanimously elected.

Ivy Leonard - President
Jay Gratton - Vice President
Paul Tallo - Secretary
Pete Petersen - Treasurer

Matt Romanowski, who has been on the committee for 2 years, will take over the chairmanship for 2009 and along with Member Mark Watson, 1 year, and a to be named third member will be responsible for nominations in 2009 for 2010.

Pete and Paul will have served the maximum terms as limited by the bylaws in 2009, so those positions, at a minimum, will need new nominees for 2010.

Respectfully submitted
Judy Hendrickson
Nominating Committee Chair

The US did not get their Sarah Palin ... but NCR got their Ivy

Editors' note: Page 3 of **Northlander** is normally the calendar of events for the coming month. Our Social Chair and her colleagues are making plans, which include the Yankee Swap, which will be announced soon. Keep an eye on the web site for updates. Relax and enjoy the holidays.

The line above was heard several times at the banquet. We understand it was coined by the DJ.



Miriam Dunster

Hello Everyone,

It is amazing that I am writing my final column as President of North Country Region. It has been a great two years for me, the region has hit some high achievements during that time such as maintaining membership levels above 500, increasing our philanthropic efforts, and celebrating our 30th regional anniversary. All the achievements were not made by any single person but by the volunteers who coordinate the type of events our membership wants to attend.

Last evening was the Annual Banquet at CR Sparks in Bedford NH the attendance at this event was fantastic, over 100 members and affiliates coming together to recognize achievements by members, make fun at the "slip ups or messes" which occurred along the way and celebrate the significant anniversary. The board took some time during the evening to acknowledge charter members who are current members with NCR; Glen Mueller, Richard Currier, Barry & Flora Bush, and Michael Grishman. Special presentations of an engraved clock were given to charter members Edgar & Nancy Broadhead and Judy Hendrickson for their continued volunteer hours wearing multiple "hats" when needed throughout these 30 years. We also noted that Edgar Broadhead will be celebrating his 50th year as member of Porsche Club of America on January 1, 2009. Congratulations Edgar! Another special recognition was given to Pete Petersen who had the foresight to present to the 1995 board that NCR could plan and run a Driver Education event. The risks were high for a small region with limited funds, but by securing joint ventures with some of our larger sister regions the birth of our NCR Driver Education events was achieved. 13 years later we have a strong Driver Education program that holds multiple solo events as well as partnering with other regions. Thank you Pete for believing it could be achieved! Additionally we were honored

to have our Zone 1 representative, Botho Von Bose. Even though he hit road blocks at the airport he hopped into his car and drove straight through from Buffalo NY to be with us that evening. It was nice to have him here to talk to everyone about achievements of the club, upcoming Zone events, and to present two Zone 1 certificates for next year. Our sister region to the south NER surprised us with a presentation by Bruce Hauben, NER Region President, for 30 years of outstanding service and participation in the Porsche community. Even though NCR was created by secession from NER we do continue to work together to bring value to both regions with activities here in the northeast. Thank you NER and Bruce!

Now to some of the upcoming activities on the NCR calendar, with more to get posted in the next few weeks, on December 7th there will be a planning meeting for the 2009 calendar of events. If any members have suggestions please either plan to attend or communicate with a board member your suggestion so it can be presented at the meeting. Look at the website for location and specifics regarding the meeting. Porsche of Stratham, a strong sponsor of NCR events, will be hosting a "Toys for Tots" drive on December 13th. If you are in the area, or even if you are not, please find some time to drop by with a toy donation that day. Help make Christmas special for some child.

My last comments are to wish the best to the new 2009 board members. I hope they have a successful year that brings together even more members at club events while continuing to demonstrate the friendliness and charitable efforts of a car club to the communities we live in.

Wishing you all the best for a Safe & Happy Holiday season, and see you on the roads of New Hampshire!

Miriam



Tracey Levasseur

Well this is a first for David and me. A December *Northlander*. Yes, we're gluttons for punishment and don't feel it necessary to take a month off from the rigors of collecting, editing, pasting and publishing the newsletter. And all so you can enjoy continuous *Northlanders* all year long.

Since we've not done a December issue I have no history of what others have written in their December editorials. So for this groundbreaking piece I'll just bullet some random thoughts for your reading entertainment.

On the political front, we now have a new US president. Those who know me know I don't get into politics, in fact I try to change the subject when it gets brought up. But regardless of what you or your relatives or neighbors may think, it's at least fair to give our new president a chance. No matter who took that position for the next four years, they would have a heck of a time dealing with the state of the nation. Let's at least see if he's going to fulfill his campaign slogan of change.

Speaking of politics, NCR has some new officers. For a list of our 2009 officers, please see page 2 of this issue. With the changing of the guards (at least in some positions) there are some open positions. The Concours Chair and Social Chair positions are currently available. If you may be interested in either of those important positions please contact our new president Ivy Leonard.

2009! Wow, can you believe it's almost here? Don't start the New Year without a calendar. NCR is offering beautiful color wall calendars featuring various members and their lovely cars. They're \$16.50 each and can be ordered by sending a check made out to NCR-PCA to David Churcher, 10 Chestnut St. #1105, Exeter NH 03833.

And once you buy your awesome NCR calendar that will make everyone who

sees it jealous, you'll want to mark important dates. In this issue you'll find the 2009 autocross dates and drivers' ed dates and locations. Mark them on your calendar! Then there's no excuse for "double booking" yourself or forgetting a date.

Just because you may have put away your car for the winter, doesn't mean the fun has to stop. NCR's Jack Saunders has diligently organized some interesting tech sessions to get us through those long cold months. Please refer to the calendar of events in this issue for the dates and locations.

The annual (after) Holiday Dinner and Yankee Swap will be January 25. The location is still to be determined, but as soon as it's known a post will go up on our website as well as sent on the NCR-News e-mail list. For those concerned, January 25 is a Sunday but it's between the playoffs and the Super Bowl so no conflicts for you football fans.

David and I hope you've enjoyed this year's *Northlanders*. In 2009 we plan to improve it. I don't need to go into details. Just keep watching for changes. We want this to be the best, most anticipated piece of mail in your mailbox every month.

And lastly, David and I wish all our fellow NCR members, family and friends Happy Holidays and best of health in the New Year. We also look forward to seeing you at an upcoming event or two.



Don't wait for January to experience a new year.

The key to any memorable performance is a strong finish. At the Finish Strong Year-End Event, it won't take long to make this year unforgettable. Especially with a lineup like this. The Boxster, the pinnacle of roadsters. The Cayman, a coupe in a class all its own. The astounding versatility of every Cayenne. And the ambassador of our heritage, the new 911. Each car is born of a tireless spirit. Not a single one designed to sit and wait. So seize the road and the year by finishing strong. This event ends January 2nd. Porsche. There is no substitute.

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Lisa Roche

New Members:

Thomas C. Fuller
Laconia, NH – 1985 928

Kevin Lariviere
Sandown, NH – 2006 Cayman S

Andre Lefebvre
Nathalie Lemieux
Nashua, NH – 2008 Cayenne

Douglas Mogill
Eileen Mogill
Derry, NH – 2007 911S

Armand D. Rodrigue
Darlene Rodrigue
Carver, MA – 1995 911

Robert J. Scott
Danielle Scott
Meredith, NH – 2004 911 40th

Member Anniversaries:

1 Year:

Melanie M. Bell
Newbury, NH – 2003 Boxster

Scott Brunkhurst
Emily P. Brunkhurst
Canterbury, NH – 1985 944

Kenneth Harvey
Merrimack, NH – 2002 Boxster S

Dean E. Miller
Fitchburg, MA – 2003 911

Ronald B. Resnick
Concord, NH – 2006 911

Hillard I. Silman
Heather Rayle
Chelmsford, MA – 2008 911

2 Years:

Randy Arnott
Mont Vernon, NH – 2007 Cayman S

Grant J. Guilbeault
Stratham, NH – 1995 993

Christopher Root
Nashua, NH – 1997 Boxster

5 Years:

Ed Sanborn
Michele Dickerson
Killington, VT – 1989 911C2

20 Years:

Paul Demers
Phyllis Demers
Goffstown, NH – 1983 911SC

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

New Hampshire Food Bank
ATTN: Melanie Gosselin
62 West Brook Street
Manchester, NH 03101

13 November 2008

Earlier this year, North Country Region of Porsche Club of America, presented its contribution (\$2500.00) as a result of our Porsches on the Green event at the New London (NH) Town Common, 20 July 2008. At that time we indicated that later in the year we would revisit our support for the Food Bank in hopes to increase our support to this worthy cause.

We are thankful to have had a successful year financially and our membership and board wanted to share some of that success with the NH Food Bank at the beginning of this holiday season.

Please find enclosed our additional contribution in the amount of \$5000.00 to support your efforts to feed the many struggling families in NH during this tough economic period. We know that you will be able to make Thanksgiving and Christmas brighter for many in the state. We are proud to partner with you and thank you for your service to the community.

Regards,

R. C. "Pete" Petersen
Treasurer
North Country Region, Porsche Club of America

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We at the New Hampshire Food Bank wish you and yours all the blessings of the holiday season.

Your contribution will provide a Thanksgiving meal to local families—and combined with the contribution of other generous people, we can make Thanksgiving brighter for thousands of families.

Together, we are hunger's hope.

continued on page 31 ...



Judy Hendrickson

LOOKING BACK



Yes, the above graphic is from our cover. It is a composite of clip art pieces Judy Hendrickson made for the "night before Christmas" article which follows. The editors liked it, played with it, and had a local artist friend add some snow flakes (custom, art, snow flakes) ... et voila ... our holiday issue cover. The clip art is from ClickArt which is part of T/maker Company.

This month's selection is a double dose. That is, there is a parody on "The Night Before Christmas" from the December 1978 edition of **Northlander**, Volume 1, Number 12 and a narrative selection from the November/December 1998 issue of **Northlander**, Volume 21, Number 8. The editor in 1978 was Jim Smith (now in Downeast Region) and in 1998 Miriam Dunster was the editor. I thought the latter article was an interesting perspective from the 20th anniversary bash since how we've just celebrated our 30th anniversary last month. So sit back, relax and enjoy some nostalgic text and photos from NCR's archives.

From December 1978

Visit From ST. PORSCHE

'Twas the night before Christmas, when
all through the house
Not a creature was stirring, not even a
mouse,

The stockings were hung by the chimney
with care,

In hopes that ST. PORSCHE soon would
be there.

The children were nestled all snug in
their beds,

While visions of coco mats danced in
their heads;

And Ma in her kerchief, and I in my cap,

Had just settled down for a long winter's
nap –

When out on the lawn there arose such
a clatter

I sprang from my bed to see what was
the matter.

Away to the window I flew like an "S",

Peaked out the curtain and started to
dress.

The moon on the breast of the new-fallen
snow

Gave a luster of midday to objects
below.

When what to my wondering eyes should
appear

But a metallic green coupe and eight tiny
reindeer.

With a little old driver, so lively and
merry,

I knew in a moment it must be St. Ferry!

More rapid than Porsches his coursers
they came,

And he whistled and shouted and called
them by name:

"Now SPEEDSTER, now SPYDER, now
TARGA, Now 'T'-

On CABRIOLET, on CARRERA, on RSK,
and 'E' –

To the top of the porch, to the top of
the wall,

Now dash away, dash away, dash away
all!

As dry leaves before the wild hurricane
fly,

When they meet with an obstacle mount
to the sky,

So, up to the housetop the coursers they flew,

With a car-full of accessories - - and St. Ferry, too!

And then in a twinkling I heard over my head

The Semperit Super Radials' perfect tire tread!

As I drew in my head and was turning around,

Down the chimney St. Ferry came with a bound:

Dressed in asbestos racing suit from foot to head,

His clothes done up in a beautiful Bahia Red,

A bundle of Konis were slung on his back,

And IG lamps and mag wheels filled part of his pack!

His eyes, how they twinkled, his dimples, how merry!

I knew in a moment it MUST be St. Ferry!

His droll little mouth drawn up in a bow

Smiled as if to say, "I know"

The stump of a pipe held tight in his teeth,

And the smoke, it encircled the "marque" like a wreath,

He had a custom-tailored car cover -

A fantastic gift for a Porsche lover!

He was generous and kind as he gave a PCA patch,

And PCA emblems, decals, binders, and car badges to match

But with a wink of his eye, and a twist of his head,

Soon gave me to know I had nothing to dread.

He spoke not a word, but went straight to his work,

And filled all the stockings; then turned with a jerk.

And laying a finger aside of his nose,

And giving a nod, up the chimney he rose.

He sprang to his Coupe, to the team gave a whistle,

And away they all flew like the down of a thistle.

12 Northlander

And I heard him exclaim as they drove out of sight;

"Safe driving to all, and to all a good night"!

. . . with thanks to author unknown in the "Carrera Collage" reprinted from December 1972 "Redline Report".

From November/December 1998

Editors' note: The special 20th anniversary dinner was held at Highland Inn near the Manchester, NH airport. It was held in conjunction with the National Executive Committee Meeting. The annual dinner for that year was actually held in January 1999.

20th Anniversary Bash

by Ellen Beck, NCR President

Excellence is in the details. And the details were perfect the night of October 3, 1998 for our 20th Anniversary Banquet.

We were impressed by the table favors from Lee's Candies, the custom printed program cards, the lovely center pieces (that went home with lucky diners), and the unique and hard to get 20 Jahre Porsche pins from the factory (provided by Judy Boles). We were treated to a wonderful gift of cabernet sauvignon and chardonnay wine, with custom printed North Country Region labels from Meritage Wines in Portsmouth. And we knew the dinner would be excellent the moment we were served the lobster stuffed ravioli made with light and dark zebra striped pasta. The dinner was truly special.

The standard of excellence in North Country Region was met not just by the wonderful dinner, but by the people who make, and have made, our region what it is today. 75 of us were enjoying the evening, the camaraderie and the special presentations. Four of our charter members from 1978 were present, were recognized and awarded certificates for their efforts in creating our region.

Michael Grishman, who really crystallized NCR, Ed and Nancy Broadhead (40 year members of PCA!) and Judy Hendrickson (Doug was with us that evening in spirit). There are several other charter members still members today, but who

unfortunately could not be with us for the evening. Thanks to all of you for getting the club started!

There have been 11 NCR presidents in our 20 year history, and 6 of them were in attendance. Each was presented with a certificate and a commemorative 20 Years of People and Porsche NCR cap, along with a few appropriate comments (complimentary, of course!) about their tenure. Michael Grishman was our first and founding president from 1978-79.

Phyllis Stibler brought new enthusiasm and some fiscal responsibility in 1981-82. Steve Gratton led us to the Lake Placid Parade in 1994. Judy Hendrickson discovered what a true family NCR had become in 1995. Under Fred Bruch in 1996-97, NCR developed a Drivers Education program and began running track events. And, of course as current president, I have benefited from the hard work and foresight of those before me. Unfortunately two past presidents could not be with us that evening, but sent best wishes. Ray Ayer was president from 1975-78 and Don Osborne in 1993, the year North Country Region won the PCA Region of the Year trophy.

NCR hosted the PCA Fall Executive Council Meeting in conjunction with our 20th Anniversary Celebration. They held their business meeting during the day, and spent the evening socializing with us, and appeared to enjoy themselves greatly! In fact, most of the PCA Council members spent the next day with us at the Car Show and Swap Meet, obviously enjoying our hospitality. I know that all of them appreciated our NH fall scenery. Celebrating with us that evening were Judy Boles, PCA President, Chick Misura, PCA VP, Bob Miller, PCA Secretary, Dave Lumpkin, PCA Treasurer, and Burt Misevic, PCA Past President, all of them along with their respective spouses. Also attending were Ruth Harte, PCA's Executive Secretary, Steve Jianakoplos, Legal Advisor, Leonard Turner, Policy Chair, Betty Jo Turner, *Panorama* editor, Tom McKenny, Awards Chair and Pete Tremper, Zone One Representative.

After Judy Boles' wonderful words of tribute to our region in recognition of our 20th, it was only fair to return the favor with interest. Tom McKenny, from neighboring Downeast Region in Maine, therewith his whole family, has known Judy and John Boles for many years. He had asked us months ago about spending some time at the end of our banquet

continued on page 36 ...

December 2008

Autocross 2009



Here are the confirmed dates we have the Devens site for next year:

Saturday May 23

Saturday June 20

Sunday July 19

Sunday August 23

Sunday September 13

There is a chance of adding another date or two at a new site TBD.

The Zone 1 Autocross will be Aug 29-30 at Devens.



Paul Frucci

DE Update

Lots to report on this month.

First off, congratulations to Phil Jefferson, who was recognized as our DE Enthusiast of the Year at the annual banquet at CR Sparks on November 8th. Well deserved and I hope we continue to see Phil maintain his enthusiasm for DE at our local NHMS and travel DE events in 2009.

Our 2009 season has become a work in process. Last month I warned that our August event could be in jeopardy and as it turns out, we have lost our three-day weekend dates at NHMS. NHMS management has taken an additional nine days out of the schedule for a more lucrative event, and unfortunately clubs like ours are at the bottom of the pecking order. They have tried to make up for it by giving us a three-day event in October over Columbus Day weekend. So instead of October 12th and 13th, a Monday and Tuesday, we'll have the 10th, 11th, and 12th, a Saturday, Sunday and Monday (Columbus Day). Better than not having the dates at all. We also have the option of an additional one day event on August 5th, which we will finalize whether or not to take advantage of that offer over the next few weeks as some other moving parts in the 2009 season get finalized.

I promised we would try and get our Lime Rock event back, and the good news is that it looks like we will be able to have a two day shared event the week of September 21st. We will probably share with our friends at CVR. The exact dates are not nailed down yet, but that's the commitment we have at this point from LRP.

On yet another front, UCR, who we have participated with at Calabogie for the last two years along with NER has informed us that they will not be hosting that three event in July of 2009. So we are working with NER to pick up those dates and co-host at Calabogie next July. This

is a big step for us, but feel the event has been well attended enough to mitigate the financial risk. Keep in mind all of our events have been co-sponsored with NER in 2008, as we will in 2009, but only one club has hosted each event and taken on the financial risk associated with making sure the event is well attended enough to cover costs.

So, to review, including NER hosted events for 2009, here is where we sit on the schedule:

May 18th will be our opening event at NHMS and will be a Novice day and Car Control Clinic agenda. (NCR hosted)

May 19th and 20th NHMS (NCR hosted)

July 6th, 7th, and 8th, Mont Tremblant (NER hosted)

July 10th, 11th, and 12th, Calabogie (NCR and NER co-hosted)

July 27th and 28th, NHMS (NER hosted)

September 2nd and 3rd, Watkins Glen (NER hosted)

September 10th, NHMS (NER hosted)

- August 5th NHMS DE event. Tentative. (NCR hosted)

September 21st week(exact dates TBD), 2 day DE at Lime Rock Club. (NCR hosted)

October 10th, 11th, and 12th NHMS DE event (NCR hosted) . This will be our Charity event for 2009.

NER is also considering hosting an event at New Jersey Motorsports Park (NJMP) but details are not finalized.

Whew! It's going to be a busy season. I'll keep you updated each month as things solidify or change. Thanks for your patience!

continued on page 36 ...



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

The Balsams Weekend

The Complete Story

Text by Janet Leach

Photographs by Ivy Leonard and Hank Cowles



What would October be without a trip to the Balsams! Since we had such a great response from last year's first ever Escape to the Balsams, Ivy Leonard arranged with Gary Armitage, director of sales and marketing, a similar package this year. Some of the group arrived Friday night and made a weekend of it, and the rest of us made it just a Saturday night stay. Many were repeat "escapees," but there were also some new faces as well.

We were a smaller group than last year caravanning from the seacoast. It was a colder morning than last year, as I remember. This was not going to be a top-down trip. We met Ivy and Hank in his 1993 RS America in Dover and proceeded up Route 16. Just like last year, we met up with fellow NCR members at the McDonald's in Ossipee. This was just a quick stop for a bite to eat as we all wanted to get on the road. Harry and Kathy Robinson led the way in the Porsche of Stratham Cayman.

Shortly after we left the parking lot, Harry turned right onto Route 113. This is a great driving road; much more interesting than Route 16. It joins Route 16 just before Conway. Once we traveled past Gorham and Berlin, we encountered a little wildlife. Although we were not driving right behind him, it was reported that a deer was racing Harry down the road. Sorry, Bambi, but you'll never outrun a Porsche!

At just after noontime, we made our “usual” stop at L. L. Cote in Errol, NH. If you’ve never been here, you would think you took a wrong turn and ended up in Freeport at L. L. Bean. That’s who they are fashioned after; everything for the sportsman can be found here. Most were just looking for a snack and a restroom and the opportunity to gas up. From here, it’s just a short drive up the road to the Balsams. When we arrived, we were pleasantly surprised at how many Porsches were in the parking lot. There was even a Boxster with Ontario, Canada, plates. They weren’t part of our group, but you can bet if Ivy had met the owners, they would have transferred into North Country Region! After checking in and finding our room, it was off to the Tavern for lunch. We were a group of 26; you can imagine the conversation was lively. Ivy greeted all who were present, and we chided her about her campaigning for the NCR president’s position. Pat, our waitress, took great care of us. Now Hank had a tough drive and needed a martini to wind down. He is famous for his blue-cheese olive martinis. However, this isn’t exactly what they serve in the north country. His martini was served with olives and the blue cheese was in the drink! It was a bit murky, but all of the ingredients were there. We all had to laugh. Pat had a great sense of humor and told Hank to stuff his own olives! We later found out that she had been a cop, so she kept all of us in line. Gary joined us after lunch and told some of his great Morgan stories.

After lunch, most of us went our separate ways to explore. Some took advantage of the hiking trails around the property; others received golf tips (Jack Saunders) from Hank. Just like last year, the volleyball court was the scene of some frenetic energy. We were a mixed crowd; some couples remained on the same team and others split up. The competition was fierce; we started out 4 on 4, and every time we missed we blamed it on the missing “middle guy”. Even when two others joined us for 5 on 5, the middle position was still the most difficult. Although most of us had watched the Olympic Beach Volleyball matches, and Misty May Treanor and Kerry Walsh made it look so easy, we didn’t pick up enough information on how to get a good volley going. We played for about an hour and a half. Maybe if we’d all been wearing skimpy bathing suits we would have played better! Just joking.

We explored inside the Grand Hotel after our match. The Ballot Room held more significance this year since the Presidential election was less than a month away. This is where the first votes in the Nation are cast by the Dixville Notch residents; there were a couple new items of memorabilia on the walls since our last visit. The ballroom was being renovated last year, and although there was a wedding reception in progress, we took a peek through the windows. It is a beautiful room. The cinema/theatre is now in the process of renovation, so there will be something else to look forward to next year.



The Balsams ordinarily has their early seating dinner at 6:30 p.m., but since so many of us were rabid Red Sox fans, we were seated at 6:00 p.m. Once again, everything was delicious and there were some great conversations going on at our table. After dinner, we went to "The Cave" to watch the game. The seating wasn't as comfortable as the Tavern, but at least we had sound. This has become another tradition for the Escape Tour, only this time they were playing in the ALCS, not the World Series as we were one week ahead of our visit from last year.

The Ghost Tour was very popular last year. John and I did not attend this year, but Paul Tallo did and gave the following account of his experience. "Our host Gary Armitage was very accommodating to provide two evening Ghost Tours - one immediately after our wonderful dinner for those that didn't mind missing the first few innings of Red Sox (which Fox-TV ended up screwing up anyway..), and a late night tour after the game.

"The Balsams has had ghost and paranormal experts visit and "categorize" the spirits - we visited the rooms and areas of the hotel where there are "good" spirits. There are also a few "bad" spirits that some Indian workmen have certainly felt and refused to work in those parts of the hotel. Gary greatly enjoys giving the tours and relaying the historical accounts of documented noises or opening/closing windows and doors that have made guests change rooms. We visited the Crying Boy's room in the tower (which is no longer used.....) but we did not hear

him. Gary is working on gathering photographs in which you can see "spirit orbs." There are two Indian boys that stand guard over two chairs in a first-floor hallway where photographs on the wall seem to have developed eerie affects, and those in our group in tune with the spiritual side certainly felt the boys' presence! I hope those in the midnight tour group slept well after their tour....."

Sunday morning, we ate early at the breakfast buffet. They had a lot of items to choose from and they had my favorite - popovers! We saw just a few members of our group as it had been a late night with the baseball game lasting until midnight. We said our goodbyes and headed back to Greenland. I was disappointed that we didn't see any moose on this trip, but we've seen many in that area before. I wouldn't want to slip under one in a Boxster! We are looking forward to a return trip next fall.



It is not just the cars ... it is the people!

The Balsams weekend brought out 41 enthusiasts this year ... people pictures follow on the next three pages.



Jack was all smiles after his golf lessons.





Ivy debates the quality of Martini claiming she has the best. It certainly was not as murky as Hank's.





The Mellens take a break from the driving.



We had 26 of our 41 attendees at the luncheon.

TRUSTING THOSE OVER THIRTY

Ron Mann

Primer. Gray, cool, rough to the touch. Three hundred bucks was a lot of cash for a car dressed in its underwear sporting a basketball sized dent in its noggin. Still, it wasn't a hard decision. Hell, unlike the recently deceased MG, me, my non-existent girlfriend, the Strat and the Vibrolux could conceivably journey concurrently. We'd just tug out the roof, glop in the bondo and wait for a warm, dry, late spring day to shoot a few coats of lacquer under the elms at the foot of the driveway. It wouldn't be perfect, but dreams rarely are. There was little hesitation. A handshake, a stroke of the pen, a 1962 356B Super 90 Coupe.

A teenager in an era when those beyond their third decade fell under suspicion, this was a car that could be relied upon, if not entirely trusted. Relied upon, for it always started, always ran, never left me stranded, and most of all, never failed to provide its occupants with copious amounts of entertainment. Untrustworthy, for despite dozens of futile hours consumed while leaning over its rear haunches, timing light and Unisyn in hand, it was a product of the times and steadfastly refused to conform. Right up to the day it left my care, it continued to take great pleasure in farting flames out its butt on every up shift over 3500 RPM, not at all unlike Blighty the Wicked Weasel, my current cantankerous 911.

Spray painting outdoors was a discipline I never entirely mastered. The result in this case was indeed somewhat mixed. Consequences resulting from deeply held parental

convictions on the sanctity of the homestead aside, I was pleased to discover after a full day of shooting that over spray on black asphalt was a far more socially acceptable way to mark your territory even when your bladder was full. On the other hand, the final color value was beyond a mild disappointment. A profoundly different shade of blue than the sample chip had suggested, when applied to the diminutive coupe, it no longer resembled the proverbial inverted bathtub, rather it took on the look of a giant fallen egg, laid broken on the pavement by some uncaring Godzilla-sized mother robin. Resolving to ignore any tonal disappointment with the four lovingly wet sanded coats (in retrospect, shockingly close to the current interior color of the aforementioned wicked one) I finished off the cosmetics by mounting a recently acquired quartet of Pirelli CN36s from a brand new mail order company called the TireRack. I will never forget those tires, particularly the rears, all 185 low profile (70 Series!) millimeters of them. Compared to the more common brethren of the day, their sheer aggression more than overcame the rather feminine tone of the powder puff paint job. In an age when some dragsters ran on skinnier rubber, these meats provided all that a young man could have ever desired, well, save the more typical things that young men desire. Tape removed, tatty bumpers and spotty chrome re-affixed, a job complete, if not entirely well executed.

Was it the hue, the time in which we met, the cracked and poorly patched skull bone? Whichever, my newly

minted robin's egg had a contrary nature. Given that the poor little 356 had suffered a severe blow to the cranium via a rollover perpetrated at the slow hands of the previous owner, it wasn't entirely surprising. It made the car loony. Not just cockeyed, but truly certifiable. I'm not sure my parents approved of the relationship, but all my friends held the opinion that as a couple, we were a match made in heaven. Almost all. It once tried to kill my best friend. He eventually got his revenge years later, when he hired me to moonlight writing and recording incidental music for a new cartoon series he was producing, Beavis and Butthead. Apropos on so many levels. Anyhoo, the incident took place in the middle of a spirited drive down to Asbury Park. We were en route to Convention Hall to sneak in to see Mountain. The route required a pass round the Eatontown Circle. Smack in the middle of my demonstration to him as to how one goes about making a fab four of rubberized, Italian basso profundos scream like Leslie West & crew, the door flew open and out he went. Fortunately the belts held. He scraped up his palm a bit, but being young and left handed, the damage was pronounced as painful, but not debilitating.

And yes, it often liked to bite me as well. The most memorable nip came mid-corner in a normally benign right hander out on Ocean Ave. A hurricane had passed through the area a few days before and deposited enough sand at the apex to have cajoled the normally grippy surface into presenting more of a challenge than it had hitherto been. Violently swinging

back and forth, three times alternately avoiding oncoming traffic and granite curbing, the Porsche fortuitously gave up the ghost after a hundred yards or so by conveniently performing a two-seventy into a perfectly placed side street, stalling only when it had come to rest perfectly at the painted stop line. To this day, the experience continues to vibrate as though it were orchestrated by perps unknown; a part of some as yet, still incomplete, unfathomable, greater plan.

For the life of me, I simply cannot remember the where, when, who or how surrounding the circumstances under which the 356 left my possession. With great happiness I can still recall the glow of the tach, the feel of the steering wheel, the smell of the drooping headliner. Perhaps some deep trauma related to its passing has forced the elimination of any recollection of its departure. Regardless, what clarity yet remains, both good and bad, is entirely and deeply cherished.

I've forced myself to conjure these now distant images not to contemplate or reminisce over the details of my long gone misspent youth in central Jersey. Nor even to recall the undeniable joy of elderly Porsches. Rather, I wanted to remember what it felt like in my mental corner of the world around the time that the North Country Region was founded. Life in my 356 was lived in and among the cracks born of a collision between naive purity and an artistic admiration of the mechanically material. It was honed on the edge trimmed end of the industrial revolution. For only a few further precious moments sound was made acoustically, calculations were done with pen and paper, unburnt fuel sloshed happily about in float chambers. Simplicity mattered, the basic exalted, the excessive reviled. Joy was more easily understood.

Of course the true motivation for this exercise has come as a result of NCR turning thirty. In reflecting upon what I so love and admire about this particular club and its people, I'd postulate that a certain amount of unseen, perhaps even unconscious, alchemy is involved. Regardless of how times and faces have changed throughout the intervening decades, I'd submit that the club's soul, so strongly forged by its founders, retains the grace and morality of its initial time and place. That time, despite all its troubles, was charmed. That place was one imbued with a strong sense of freedom based on interdependence. Having arrived so terribly late to this party, even one as fully burdened and impaired as I, have been greeted with constant warmth and true friendship. And so, despite the fragility of my first Porsche experience, not to mention the incessant admonitions in my youth to never trust anyone over the age of thirty, I deeply wish the region and all of you the happiest of birthdays. Congratulations!



The NCR-PCA ANNUAL BANQUET 2008



Early arrivals found time to relax in the company of other members to have a drink, compare notes on the year or browse the Year Book.





The photographer appears a little off form and catches a few expressions which are ... ah .. candid.





Botho von Bose found his flight from Buffalo NY cancelled and drove to NH to present his speech and participate in the evening.



Table centerpieces made by Judy and Lisa.



Projector problems were quickly fixed by an expert.

30 Year Charter Members receive their awards.

...along with that announcement came the announcement of Edgar and Nancy to reach 50 years with PCA in January 2009.



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Some express emotion at receiving their awards. Some awards are an expression.



Ivy receives a "helpful device" to use at Board meeting when control is lost.

Paul is acknowledged for his charity efforts at Make-a-Wish.

Hank and David are scheming something.

And the dancers went on, and on, and on



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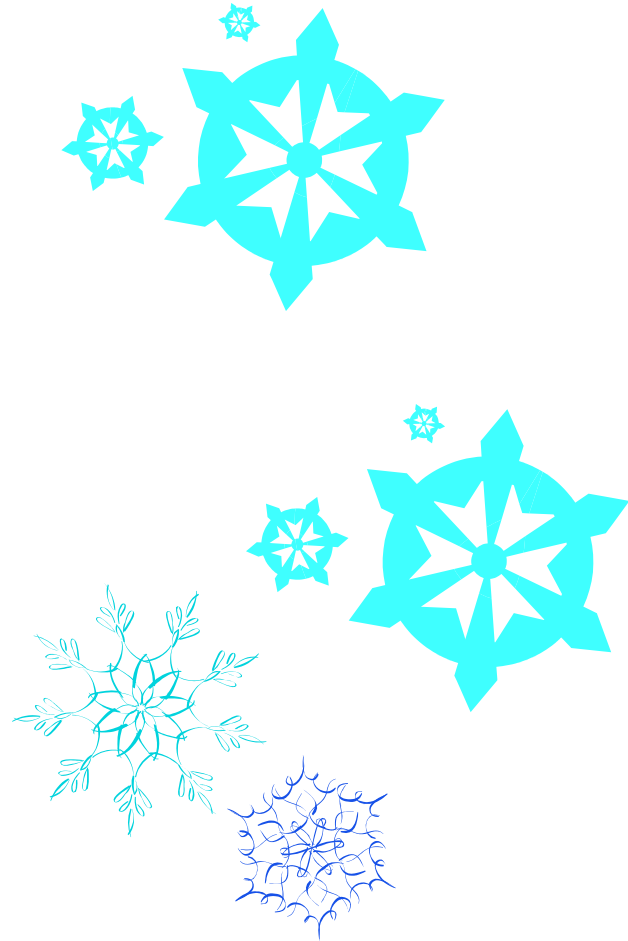
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Dear Judy,

A heartfelt thanks for your gift of \$2,500 to the New Hampshire Food Bank. Thanks to community partners like the Porsche Club of America, we can feed the children, elderly and individuals living on the edge, giving them the strength to survive. We are working hard to address the root causes of poverty and hunger, and we couldn't do it without you. Thank you for giving our neighbors the chance for a brighter, healthier tomorrow.

Be well,
Mel

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The Silverstone Club has posted dates for October open houses (<http://www.silverstoneclub.com/open-houses.html>), which be a good stop for club members who want to check out the storage and facilities.

New Porsche Museum to be opened on 31 January 2009

Stuttgart. In the new Porsche Museum the final preparations are made for the opening on Saturday 31 January 2009. At last, now that the scaffolding has been removed, it is possible to see to the full extent the bold architecture of the building at the head office premises of Dr. Ing. h.c. F. Porsche AG in Zuffenhausen: The 5,600 square metres of exhibition space are supported on just three so-called cores of reinforced concrete - hence just seeming to hover in space. Inside the building the majority of approximately 80 exhibits are already in place.

In the other areas of the new building - amongst them the museum workshops, the museum shop, the Porsche archive, an exclusive restaurant, a bistro and the capacious event areas - a team of experts are busy putting the finishing touches. Three days after the ceremonial opening, which takes place on Wednesday the 28 January 2009, the doors of the new

Porsche Museum will be flung open to welcome the first visitors. On a daily basis, apart from Mondays, the exhibition can be viewed for an admission price of eight Euros (reduced price: four Euros). Children up to the age of 14 get free admission when accompanied by an adult.

The restaurant on the second floor - which has both a view through the glass facade onto the Porscheplatz as well as through the glass partition into the exhibition itself - has its own separate entrance and is also open at hours different from those of the museum itself.

With the new museum and its range of catering facilities additional capacity for conferences, company and private events in exceptional surroundings will come into being. We have already received hosts of inquiries.

Interested parties can get more detailed information from the internet on

www.porsche.com/museum.

The following contacts are available for inquiries:

Group bookings and special guided tours:

Tel.: 0049 711 911 20911

Fax: 0049 711 911 20356

E-Mail: info.museum@porsche.de

Event inquiries:

Tel.: 0049 711 911 21911

Fax: 0049 711 911 21356

E-Mail: events.museum@porsche.de

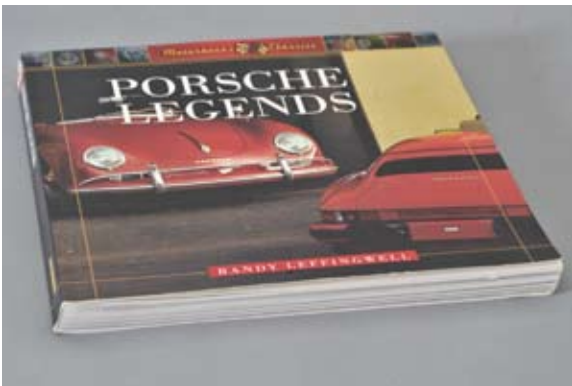
A Good Read

David Churcher

A good book and a good read are a joy and a needed break from the routines we all face. It is a chance to escape and live in another world for a few hours. It is also an opportunity to learn how some famous people got there and the trials they had along the way. It is not always easy.

The following is a brief review of four books I have just consumed. Or did they consume me? They are all wonderful reads and beautiful productions. All four are highly recommended.

I was able to get the promotional materials for two of the books from David Bull Publishing and I have included them here. Consider this to be an "info-mercial" and not a commercial or an advert. The David Bull books can be purchased by mail but I recommend you support your local small bookshop.



Porsche Legends

Randy Leffingwell
Motorbooks International

This book came to me as a gift from a colleague and his wife. My first reaction skimming through it was to believe I had seen most of the photographs before and knew most of the stories. But I was wrong.

Once in to reading I could not put it down. Randy Leffingwell has written the legends with a fresh perspective and peppered them with little known facts. A particularly good example is the story of Huschke von Hanstein and Evi Butz (later Mrs. Dan Gurney) traveling to Monaco with "an elderly gentleman" (about my age) who was in fear for his life. He pleaded with Evi to have von Hanstein slow down. She replied he should ask for himself because von Hanstein might listen to him!

Reading of the early days at Porsche and then reflecting on where the company is today one has to admire not only the current managers and engineers but stand in awe of those people who ran Porsche in the 1960s and 1970s.

This is not just a good read. It is an excellent read.



Don't Follow the Crowd

Dr. Wendelin Wiedeking
Piper, about \$30

About a year ago I read some translated quotations from this book but I was unable to find an English version. Quite by chance a few weeks back I found it was for sale, via an Amazon partner, from a US university. Probably it is an over stock of a book intended for case studies in business courses.

The production of this book is quality from an era gone by. Milled edges and a built in book mark too. Quality. Piper should be proud.

The book is not about the cars. Porsche does get mentioned but this book is about recommended methods and behavior for managers and politicians. It is clear Mr. Wiedeking practices what he preaches and the present day Porsche (and soon VW and Audi too) is successful because of his style.

Written with some humor and for easy reading this book is a gem. Some quotes are noted below. My favorite piece is from page 100: *a budding student asked Karl Kraus, the Austrian satirist, whether he should study business ethics and was told: "One or the other, young man – you'll have to decide!"* The inference being business has no ethics.

Some more quotations:

Those who do nothing but cut costs will soon have nothing and nobody left to produce and sell the goods.

Don't follow fashion trends. Create trends of your own.

This book should be required reading for all managers and politicians. In fact our government should send three cases of them to Detroit instead of bail out dollars.



Can Am Challenger

Peter Bryant
David Bull Publishing

Business ethics get a mention in this book too. Some hilarious comments on how business in automobiles was done and unfortunately two references to how Peter Bryant was given "the shove" after he had designed the cars.

Other than the glum pieces mentioned above, this book is full of the kind of humor those of us who grew up in the British Empire are so familiar with. It is the kind of humor that often confuses Americans. I had to put the book down on a few occasions to wipe my eyes. The stories of building rockets at Lotus and launching them with near dire results is scary but laughable. Peter Bryant quickly explains the British social ladder with a definition of "Chaps" and "Blokes". His recollections of racing at Longford (Tasmania) and Indianapolis also brought a tear to my eye. I was there too.

The production and printing is a bit shoddy. Photographs are often old snap shots but the printing has made them even more of a compromise. But I am not complaining, just observing, because the book's contents more than make up for it.



Dan Gurney's Eagle Racing Cars

John Zimmermann
David Bull Publishing

Oh what a joy! This book is a beautiful production with excellent printing and glorious photographs. And many mentions of Porsche.

Dan Gurney is an American icon, a hero in motor racing, and this book tells why. It also spells out how hard the work was and how deserving the success. Business ethics (sic) also get a mention in this book. At one stage a partnership became an attempt to remove Dan and take over the business. The relationship with Toyota was, I believed, a great success until I read this book. Here we learn how Toyota mistreated AAR.

From a technical point of view there is a lot of discussion on suspension and zero geometry. There is discussion of fuel injectors and their placement. A long description of the design and building of the Gurney–Weslake V12 is worth reading twice. There is a lot of discussion on fluid dynamics. A good read for a techie-minded reader.

THE PRESS RELEASES:

With Humor and an Eye for Detail, Can-Am Challenger Recounts a Unique Career in Racing

The Canadian-American Challenge Cup holds a special place in the hearts of motor racing enthusiasts. By offering big prizes along with minimal technical restrictions, the Can-Am quickly attracted the world's best drivers, teams and engineers. One of them was Peter Bryant, a London-born mechanic who had already worked with some of the top names in sports cars, Formula One and Indy Car racing.

Now, more than three decades later, Bryant offers a unique insider's view of this legendary era and a unique career in motorsports. In *Can-Am Challenger: The Cockney F1 Mechanic who Designed and Built America's Best Can-Am Cars*, Bryant describes how he fell in love with racing as a teenager. From there he found a job as a fabricator at the original Lotus factory and eventually became a full-time Formula 1 mechanic, travelling all over the world with such great drivers as John Surtees, Jo Bonnier, and Graham Hill.

After moving to California to work for Carroll Shelby, Bryant set his sights on Can-Am. There he created several of the most distinctive cars in a series where experimentation and technical innovation were always the rule. The first was the famous titanium-bodied Autocoast Ti22, which in 1970 became the first American-made car to lead a Can-Am race in two years. Bryant continued to fight the McLarens and Porsches that dominated the series with his UOP Shadow cars in 1971 and 1972, which made pioneering use of ground-effect aerodynamics and ran on unleaded gasoline.

Available now from David Bull Publishing, *Can-Am Challenger* is packed with technical details and insights on what goes into building a successful racecar. But Bryant also includes a wealth of colorful characters and hilarious stories from a life spent behind the scenes in racing. From dodging the police at the French Grand Prix to chasing sponsors across the U.S. and Canada, Bryant never lost his boundless enthusiasm or energy. The 384-page book is illustrated with 143 black-and-white and color photographs, as well as technical diagrams and memorabilia from Bryant's career in racing. It also includes a foreword by Jackie Oliver, who drove all of Bryant's Can-Am cars.

The Complete Story of All American Racers Revealed for First Time in Dan Gurney's Eagle Racing Cars

Even if Dan Gurney had never been a driver, his name would still belong in the motorsports pantheon as the constructor of a stunning variety of racing cars, designed, built, and campaigned by his company, All American Racers.

Now for the first time the complete story of every one of those cars is told in a new book from David Bull Publishing. In *Dan Gurney's Eagle Racing Cars: The Technical History of the Machines Designed by All American Racers*, author John Zimmermann profiles each model produced by AAR in extensive technical detail, accompanied by in-depth commentary from Dan Gurney himself as well as the designers, engineers, and drivers who worked for the company over its four-decade history. The 208-page book is illustrated with nearly 300 color and black-and-white photographs as well as original sketches, blueprints and designs from the AAR archives.

Featured cars include purebred Eagles such as the history-making Grand Prix car, which Gurney drove to a dramatic victory at Spa in 1967, the furious Indianapolis machines of the 1960s and 1970s, and the all-conquering MkIII GTP Prototype of the 1990s. Also explored in depth are the Eagles with mixed pedigrees such as the wild Can-Am McLeagle, the enormously popular Trans-Am AAR 'Cudas, and the championship-winning Toyota Celicas. Eagles were built to win, but they also possessed a distinctive aesthetic style that adds to their appeal. Their gorgeous paint schemes, distinctive "beaks," and other signature Eagle design elements made an artistic statement that dazzled competitors and fans alike.

Throughout this book, author John Zimmermann details how each Eagle made use of new design ideas, materials, and technical innovations, and how the lessons learned from one car were passed on to the next. He also explains how changes in regulations, sponsorships, and personnel have shaped AAR's performance through the years. Told from the inside, this is the definitive account of one of the great marques in American and international motor racing.

David Bull Publishing books are available through bookstores, specialty motoring booksellers, and directly from the publisher. Orders can be made by calling 602-852-9500 or by visiting the Web site at www.bullpublishing.com.

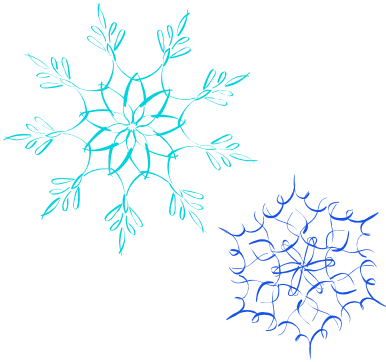
Looking back

... continued from page 10

program to do a tribute to Judy's tenure as PCA President. This weekend would be her last official event before stepping down as president. Tom's address was a moving testimony to the spirit and enthusiasm Judy has brought to PCA in her many roles over the years. Judy is warm, sincere, savvy, dedicated and a true example of how "excellence is in the details." She has been exactly what PCA needed these last four years, and we are happy to have shared some of that time with her.

Congratulations, Judy Boles!

Our 20th Anniversary Banquet was a success due to the hard work of several people, who deserve a warm thank you from all of us. Miriam Dunster, Fred Bruch and Don and Sandi Johnson organized the evening, down to the last detail. Scott Martineau served as master of ceremonies. Thank You! We had a great time!



DE

...continued from page 12

We are currently trying to confirm a winter full day instructor training event which would be taught by Ross Bentley, the author of the "Speed Secrets" series of instructional books. I highly encourage you to pick up a copy if you haven't already. His programs get rave reviews and we're hoping to co-sponsor this with NER at a location convenient to both regions.

This would be a full day program on "How to be a Better Instructor" and be open to all instructors, instructor candidates, and black drivers with aspirations of becoming an instructor. The agenda includes the following topics:

How to be an effective instructor

Teaching vs. instructing vs. coaching

How the driver's mind works

Working with the driver's mind

How drivers learn

Instructing techniques

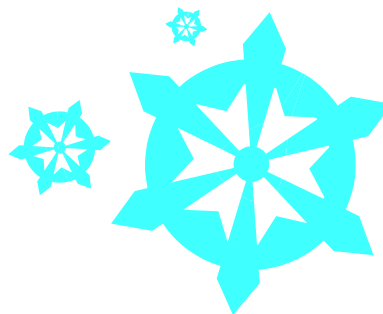
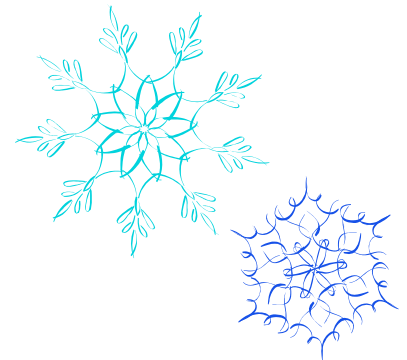
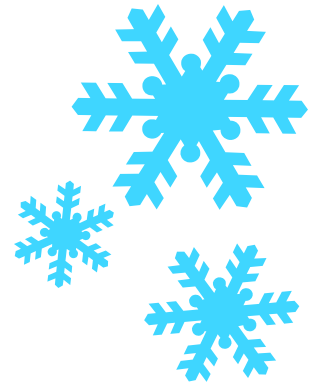
The most common errors drivers make - and what to do about them

Vehicle dynamics - an advanced look at the basics

Q&A

We will post information on the website and email invitations as soon as details are finalized. At this point we are shooting for January 31st, or the weekend of February 14th and 15th. Stay tuned and mark your calendars!

Hope you all had a great Thanksgiving. It's only five months to DE season!



SALE*:** Four stock Boxster wheels with slicks, painted gray/silver. Some small scratches in the paint from storage. No damage to structure. Asking \$500 for the set. Tire sizes Rear, 255/40 ZR 17; Front, 205/50 ZR 1, BF Goodrich G-Force T/A racing slicks, maybe 30% left Brad Marshall 603-496-2038 BRADUSM3@aol.com

SALE:** 1984 Porsche 928. Spectacular Factory Custom. \$17,500. Pearl white metallic with all burgundy leather interior (seats, doors, dash, roof). Grey Carpeting. Automatic. Near Flawless condition. 1 owner. 44k miles. Serviced by Precision Imports. Never raced, carefully stored, meticulously maintained. Contact David Murray at 603-621-5111.

SALE*:** 1973 Porsche 914 1.7 – Bahia Red/Black interior, 24K original miles (a true barn find), 2008 Porsche Parade Class and Division Champion in Preservation Class. Appearance package, new tires (OEM size), brake rotors, calipers, lines, fluids and tune up. Car was never driven in snow or rain and is therefore in amazing condition. Interior is perfect and shows no signs of age. Hood was repainted in 1973 due to shipping damage and is starting to age, but paint still matches original paint on car and shines like new. The car comes with a Certificate of Authenticity from PCNA. This car is not perfect, but it is exactly as it was the day it was put on the showroom floor and is one of the best original 914's in the country. You can't un-restore a car, but you can buy this one. \$18,000/OBO. Jay Gratton (603) 498-8576 or jeg914@aol.com

SALE:** DANSK muffler and headers for ~'84 911. Missing bracket and straps. Too noisy for the street. Fine for the track. \$1000 or BO ... DavidChurher@comcast.net

SALE:** 1) Southport Tire/ Toolbox Trailer-like new. \$675.00. 2) Four Khumo Victorace V 700 tires mounted on rugged rims with good tread. Fronts= 225/50 ZR16 & Rears= 245/45 ZR16. Asking \$720.00. 3). Kingdragon Neck Support. asking \$ 35.00

Call Jack Saunders @ (603) 536-4275 or email to (saundoj@suchmail.com)

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SALE:** We are moving to England and want to sell a black 1994 Carrera 2 with 61,000 miles. One owner, in perfect shape. Will make someone a very, very good deal. John C. Moore, Attorney at Law, The Business Group, 1385 Westhaven Circle, Vail, Colorado 81657, 970.306.1997, moore5@mac.com

Wanted** '95, 993, C-4 Coupe, mechanically & cosmetically excellent. Contact Jack Saunders @ (603) 536-4275 or email saundoj@suchmail.com.

SALE*: 1993 RS America, mainly used as a DE car, and still streetable. Significant suspension and brake upgrades, Fikse wheels, chipped, B&B headers and exhaust, roll bar, seats/harnesses (or original RSA seats) 48K miles. Lots of documentation. \$30,000/bo. Contact me for full long description and pictures. paultallo@yahoo.com cell(603) 759-2581

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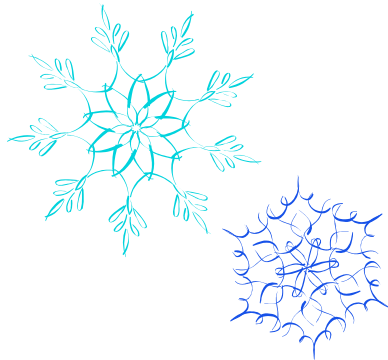


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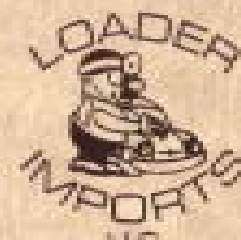


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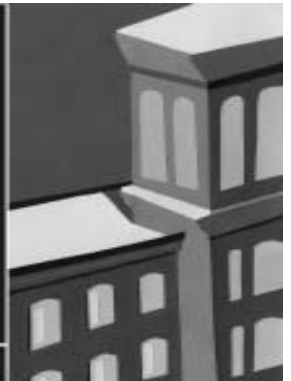
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ETW



Is that a 959!?

It looks like a 959 in distress. Look at the rear deck, the vents, the intakes at the nose.

It is actually a 1989 930 converted to a look-a-like 959 which later went thru Katrina. It is now being salvaged for parts.

The car is at Joe Campisi's shop in North Hampton. Photos by David Churcher.

NEXT MONTH

Be prepared for surprises. A brand new year in front of us with a series of social events to get us through the gloomy months.

We have a very special interview to share. It took two hours of tape recording plus a few pages of notes. It may run two issues. It will hold your attention ... we promise.

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