

NORTHLANDER



NORTH COUNTRY REGION
Volume 32 Number 1

PORSCHE CLUB OF AMERICA
January 2009

IN THIS ISSUE:

Interview with Mike Amalfitano, Porsche Panamera,
Our New President, 2009 Calendar



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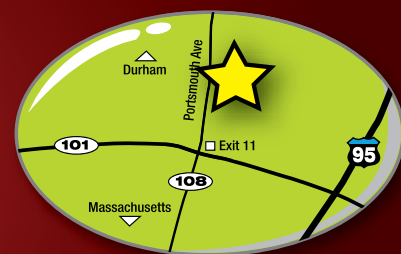


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Statement of Policy

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

The regular article and Advertising closing date for the **Northlander** is the 1st of the month preceding the publication month. See page 42 for advertising rates.

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On the cover



The Porsche 917 ... this is a mock-up of the coupe version the famous race car. It sits in the office of Mike Amalfitano. Photographer David Churcher continues his love affair with the 917 and could not resist this bold graphic of the car.



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JANUARY 2009
AT A GLANCE

Date	Event Information	Contact
January 13 18:00	Board Meeting - Cat N Fiddle	president@ncr-pca.org
January 17 13:00	Porsche Maintenance - Street Vs. Track at Blair Talbot Motors ... for directions see Talbot advert on page 14	tech@ncr-pca.org
January 25 12:00	Yankee Swap ... for directions to the restaurant see page 26	social@ncr-pca.org

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



Ivly Leonard

As many of you know my name is Ivalee Leonard. I was born on December 28th, 1965 on a blustery and snowy day in Grand Forks, North Dakota.

A Little About Me:

As many of you know my name is Ivalee Leonard. I was born on December 28th, 1965 on a blustery and snowy day in Grand Forks, North Dakota. My dad was Irish – Kennedy – and my mother German...very German, having grown up in the days of the Third Reich. My parents had met while my Dad was stationed in Germany after the Second World War. Perhaps the German genes have something to do with my affinity for Porsches. At any rate, prior to my 'emergence' there were already seven children in the family.

Well, not exactly. There were eight.

You see, on that day in December my mom entered the military hospital with some complications in the pregnancy about ten weeks prior to her due date. She was fortunate that the staff and doctors were great, and within a relatively short time a little – and I mean little – two pound, eight ounce baby girl was born. Because of breathing difficulties she was immediately whisked away to an incubator. But within minutes the doctor returned to my mother to assure her that everything was going to be OK...after the next baby – me – was born. Twins! When you already have eight, what's another?

So about an hour later (guess I was not ready to face the world yet) they had to pry me out of there. Still tiny, at two pounds eleven ounces, but within a few days my twin sister Barbara and I were healthy enough to be released from the hospital.

Within a couple of years my dad was transferred to Pease Air Force Base, and we moved to Portsmouth, where I went through the elementary school system, through Portsmouth Junior High and on through Portsmouth High School, and later attending New Hampshire College.

I have always loved sports, and was involved in almost any and every athletic endeavor from Little League to soccer to basketball, but shooting hoops was always my favorite. I use to eat, sleep and drink basketball, and had worked hard enough at the game that I was high scorer on many of the teams and leagues I played on. I can still spin a ball on my fingertips, and have on at least one occasion escaped 'the blues' (if you get my drift) by demonstrating that ability.

My love of sports and the desire to help others led me into coaching. I took my first coaching position at the age of 18, and over the next 20 years I coached soccer, basketball, or both. I was one of the organizers of the first women's basketball league in Portsmouth, NH, and have tried to be active in support of community programs, especially where kids are involved. I have served on the Greenland Recreation Board and served one year as its President, and have been an active participant in the Greenland Women's Fire Auxillary.

My first employment was as a Fire Rater at Liberty Mutual, and after about two years I decided that I needed a change. I interviewed with CPI, and after some indecision accepted a position there. I guess it was the right one as over twenty years have elapsed since then.

I have 2 children: a daughter Cassandra, and a son Robbie, both adults now themselves. I also have 2 grandchildren: Keona and Deshawn. Keona loves Porsches very much as many of you already know. I love my family a great deal and relish the time I spend with them.

My favorite color is YELLOW...(Geesh who does not know that!).

Growing up in a family of nine there was always struggling...making ends meet. So obviously the fact that I liked Porsches from an early age seemed like



David Churcher

Enthusiasm ([Ancient Greek](#): ἔνθουσιασμός *enthousiasmos*) originally meant [inspiration](#) or [possession](#) by a divine [afflatus](#) or by the presence of a [god](#). [Johnson's Dictionary](#), the first comprehensive dictionary of the English language, defines *enthusiasm* as “a vain belief of [private revelation](#); a vain confidence of divine favour or communication.” In current English vernacular the word simply means intense [enjoyment](#), [interest](#), or [approval](#).

The adjacent column is a quote from Wikipedia. What follows here, below, is my observations on enthusiasm.

Enthusiasm is sinusoidal. That is, it is up and down on a regular basis.

It is peculiar in as much as it must be fed, and, it is contagious. Sometimes it gets stomped on. It can be killed. But more often it just comes back ... like a sinusoidal wave.

Further in to this issue of *Northlander* you will find an interview with Mike Amalfitano. Enthusiasm is probably the word I would use more than any other to describe Mike. If I had to pick another word it would be zest and if I could pick two I would add passion. This article and the man who is its subject is a great opening piece for a new year. It defines enthusiasm nicely.

But back to enthusiasm and applying it to *Northlander*. It takes some enthusiasm to make this magazine. The only reward for the editors and contributors is satisfaction. This takes enthusiasm and we tend to feed off each other and we tend to spread it too. Occasionally we get stomped on too.

You might recall back in June we were informed by Porsche we should stop using an imitation of their font for our cover. We made that change quickly and I have had several months to reflect on how it could have been done better. A few other things have irked me for a few months too. Just getting the table of contents to fit on the page has sometimes been a time consuming challenge. And our first page always seemed a little busy to me. So, on a recent day of enthusiasm I gathered my favorite magazines around me, a couple of design books, a pencil and paper ... and changed it.

On the other side of the sinusoidal curve to that just mentioned I spent some time considering how we could get some subtle improvements in to our 2009

magazine, consider the expected increase in production costs and mailing costs, keep the budget close to reality. And not get my enthusiasm stomped on. Is that a balancing act or a juggling act? I am not sure.

Tracey and I discussed these points and considered our choices. This is the contagious part of enthusiasm. And, if you feed it, it grows.

But that budget thing. It was still a bit of a barrier.

And then, one fine day, an email arrived from a colleague suggesting her Company might be able to help make *Northlander* better and not do damage to the budget barrier. My enthusiasm was at first reserved (imagine that!) and I asked to see a sample and visit the production facility. And, I asked for a proposal, too.

Imagine my delight when I discovered my colleagues had a choice of printing machines and a possible NexPress or Indigo to arrive soon. (In case you are not aware: I work for a printing machine manufacturer.) And they also could handle our mailing. The Sin wave had gone a full 180 degrees.

The enthusiast who provided us with our new *Northlander* for 2009 is Hank Cowles and his company: CPI. The enthusiasm of Hank and Ivy is contagious and very timely. The Sin wave can only go up from here.

So if you like your *Northlander* and you are a fellow enthusiast, please, next time you see Hank at a NCR event go up and hug him and say: “Thanks Hank.” You could give Ivy a hug too ... she wont mind :-)

The primary objective of a newsletter is to inform. But of course. Nowadays the web site is faster at informing and notifying us of dates and changes. A newsletter, or **magazine** as I prefer to call it in our case,

continued on page 28 ...



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. Porsche. There is no substitute.

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Lisa Roche

New Members:

Jeffrey A. Bergeron
Claremont, NH – 1984 944

Constantine P. Brocoum
Hopkinton, NH – 1989 964 C4

Alan J. Burdick
Deena Burdick
Bedford, NH – 2001 Boxster

Christopher Fahy
Andover, MA – 1999 996

Anne Marie Galanis
Ward Galanis
Hampton, NH – 2000 Boxster S

Mark Haynes
Donna Haynes
Nashua, NH – 2007 Carrera T

Joseph A. Martinez
Heather Martinez
South Berwick, ME – 1981 911SC

Mike Stukalin
Victoria Liublinska
Cambridge, MA – 1995 911

Member Anniversaries:

1 Year:

Craig Parker
Bryan Parker
Pelham, NH – 2000 Carrera

Steven E. Schindler
Mary M. Schindler
Rutland, VT – 2000 Boxster S

Ronald A. Wilbur
Concord, NH – 2007 Cayman

2 Years:

Donald Brehm
Jill Brehm
Spofford, NH – 1983 911SC

Oliver B. Coolidge
West Ossipee, NH – 1987 911

Gary F. Schreck
Jason D. Schreck
Nashua, NH – 1973 911

5 Years:

Blair A. Budday, Jr.
Jennifer Christian
Bedford, NH – 1989 928

George P. Lagos
Peter Lagos
Bow, NH – 1995 911

10 Years:

Paul R. Beck
Nancy G. Beck
Holderness, NH – 1995 911

Daniel A. Weier
Jason Weier
Nashua, NH – 1987 944

15 Years:

Ellen Beck
Raymond Beck
Ijamsville, MD – 1989 944S2

Lewis B. Simmons
Suzanne Simmons
Alton, NH – 1986 911

20 Years:

James E. Gratton
Deborah Gratton
Kennebunk, ME – 1985 911

25 Years:

Don K. Watson, Jr.
Cynthia J. Watson
New London, NH – 2002 996C4

30 Years:

Raymond L. Ayer
Vicky Ayer
Monmouth, ME – 1963 356

40 Years:

Michael Grishman
Patricia Grishman
Berwick, ME – 1956 356C

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

A Special Thankyou ...

North Country Region extends a very special thankyou to Harry Robinson and Porsche of Stratham for their sponsorship of the NCR 2008 Annual Banquet.



The 2008 Autocross Awards

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John Mac Donald
Miriam Dunster
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Judy Hendrickson
Ed Broadhead
Mark Schnoerr

Class Champions

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Production 2	Joe Kraetsch
Production 3	Mark Schnoerr
Production 4	Jack Saunders
Production 5	Georges Rouhart
Production 6	Chris Ryan
Production 7	Ollie Lucier
Improved	Scruffy (Steve Lefevre)
Modified	Ron Mann

Special Awards

Most Improved Driver	Susan Kelley
Most Improved Driver	Lawrence Day
Worker of the Year	John Mac Donald



Judy Hendrickson

LOOKING BACK

Bleeding your brakes is a messy job; so keep the brake fluid from spilling on the paint by covering areas with towels or paper napkins

This month's selection is a technical article on bleeding brakes from the January 1999 issue, Vol XXI, Number 1. Aside from being a particularly instructional article I was reminded of how important this task is when a member arrived for DE and found his braking ability fading to nothing after one lap. When asked when the brake fluid had last been flushed, the answer was "I don't know." Upon examination the fluid was jet black and was most likely more than three years old. If participating in DE never go more than a year (preferably 6 months) between complete flushes of the brake system. Even if you only use your car on the street (Porsche or other vehicle) never go more than 2-3 years between brake system flushes as all systems will have absorbed moisture by then and have reduced braking ability.

Unfortunately the photos that accompanied this article do not scan well and could not be reproduced for this publication.

BLEEDING 911 BRAKES

By John Dunkle & Wayne Demsky

The importance of the brakes really can't be understated. Bottom line - putting the car in first and driving away is optional - once moving, however, stopping at some point - is a requirement. Fully functional brakes take care of this "stopping action." But, when was the last time you had your brake system flushed and bled?

If you are like some, it might have been several years ago. The problem with the "I'll get around to it" maintenance schedule for the brake system is that brake fluid is "hygroscopic" -- in other words - it absorbs moisture. Now, this really isn't a good thing for several reasons. First, when you press the brake pedal, a piston compresses brake fluid

that travels down the brake lines and into the brake calipers. These calipers have "pistons" that force a set of brake pads against the rotor - stopping the car. The problem with this is that water (in old or contaminated brake fluid) compresses much faster than brake fluid - giving a "squishy" feeling to the brakes - or, in the worst case, can render the brakes inoperative altogether! The second, less commonly known problem with water in the contaminated brake fluid is that with the heat in the caliper from hard braking (as in aggressive street driving, auto-cross or drivers education events), the water can actually boil into steam! This boiling action not only renders your brakes totally useless - but the brakes tend to go away when you need them the most!

After talking to many owners, it would seem that the major headache is bleeding the brakes themselves after flushing the system. However, it's really easy once you understand some simple concepts and the procedure. In this case, we'll take a look at bleeding brakes on a 911 specifically, but the same approach is practically the same for almost any car. Also, there are a number of brake bleeding kits available on the market which include a pressure bleeder like an Ezi-Bleed System, a vacuum withdrawal system like the Mighty-Vac, or the optional "family plan" method (a family member who really owes you big time). Each of these systems is appropriate - and typically, the "family plan" approach might be the most effective and cost efficient.

Bleeding your brakes is a messy job; so keep the brake fluid from spilling on the paint by covering areas with towels or paper napkins. Also, try not to bleed the system in a tight garage - there would be a pretty good chance of spilling fluid on yourself and then leaning against your car. So, with this in mind, first check that the brake reservoir is full if you have previously drained it. Also, you will most likely want to remove all four wheels of the car to easily get to the calipers. You

can do this one at a time with a jack - or even more easily - put the entire car up on jack stands (standard Safety Disclaimers apply - so be careful!).

Now start bleeding the system itself. Begin with the right rear caliper, as that's the one located furthest away from the master cylinder. To do this, attach a clear 12" plastic hose to the bleed nipple, and place the free end into a jar containing about an inch of brake fluid. By doing this, it prevents air from re-entering the system. Next, ask your "family plan" member to repeatedly press on the pedal to force fluid into and throughout the system. Now, open the bleed nipple with a 7mm wrench by turning it counter clockwise. As you open the bleeder, let the fluid start to escape out and you will notice air bubbles in the plastic tube as it runs down into the jar. After the bubbles stop, close the bleeder nipple (and check the brake fluid reservoir to see if you need to top it off!). Great! That was easy - but you are not done on that caliper yet, as you need to do the final bleed to be certain all the air is evacuated. To do this, you will tell your pedal-pushing partner to slowly push on the brake pedal as you open the bleeder. Before they release the pedal, close the bleeder valve, again, to prevent air from entering the system. You will find that soon you and your partner are working in unison - as they press down, you open the nipple; and while the pedal is fully depressed, you then close it; and then they release the pedal, drawing in fresh fluid from the brake reservoir. Continue this procedure until there are no more air bubbles coming from that caliper. Now, move to the next caliper. The calipers should be bled in this order:

Right rear caliper

Left rear caliper

Right front caliper

Left front caliper

Again, make sure that you don't run out of brake fluid in your reservoir, or you will have to start over again. It is also wise to start with at least two 20oz. containers of brake fluid (or more if your are flushing your entire system). Depending upon your car and the size of the reservoir, the length of the lines, the size of the calipers (and

how many mistakes you may make), it's wise to have an ample supply.

After you have done all four calipers, let the car sit for about 10 to 15 minutes. This helps all the air bubbles that have been dispersed from the pressure in the system, collect themselves into larger air bubbles - typically in the caliper. Now, repeat the bleeding process at each corner. This will remove the rest of the air from the system. After the second bleed, the pedal should now feel very stiff. So, remount the wheels/tires and try a road test. You'll appreciate both the difference and the satisfaction of doing this maintenance chore yourself!

Troubleshooting Tips:

If the pedal still feels spongy after this procedure, you may need a new master cylinder, have a caliper that is leaking, or have older rubber brake lines that are expanding and need replacing. These rubber lines are mounted between the caliper steel line and the steel lines as they come into the wheel wells. Yes, they should be replaced at regular intervals, too!

Be sure not to spill any brake fluid on any painted surface. It will remove or discolor paint. If you do, immediately rinse off brake fluid that has spilled on painted surfaces with water. Wiping it will only smear the paint more.

If the pedal feels spongy, you may need a new master cylinder, have a leaky caliper, or have old spongy flexible brake lines.

Pressure Bleeding is where you place a positive air pressure force on the brake fluid reservoir, forcing the fluid into the brake system.

Make sure that you don't run out of brake fluid in your reservoir, or you will have to start over again.



Paul Frucci

Happy New Year! As we enter this New Year and the 2009 DE season I first of all want to say that I hope you all had a wonderful holiday. It's cold and snowy out but many of us are already busy getting our cars ready for another year. Hey, what else is there to do in this weather?

Here is the scoop on what's going on in the world of NCR Driver's Education:

Instructor Development Workshop Update:

Last month I mentioned we were planning an instructor workshop for sometime during the winter. The big news is that we have finalized plans for hosting a "How to Be a Better Instructor" workshop along with NER on January 31st at the Silverstone Club in North Andover, MA. Ross Bentley, the author of the *Speed Secrets* series of books and accomplished driver and racing coach will be putting on the full day workshop for us. We are very excited about this and it is a major financial commitment on the part of both clubs to fly Ross in from British Columbia for this very worthwhile session, but we view it as a wise investment in our current and future instructor corps who are the foundation of our DE program.

If you haven't any of read Ross's books you are missing out on some great insights on performance driving.

The program is open to all instructors and Black drivers at no charge, we just ask you register by January 15th. Please take advantage of this great opportunity. It's the Saturday before the Super Bowl, so you should at least not have any football conflicts!

A big thank you to the Silverstone Club who have graciously offered the use of their facilities to us and European Performance Engineering for their sponsorship help for this event. If you are not familiar with the Silverstone Club, check them out at www.silverstoneclub.com. It is a private club of car enthusiasts that provides a

myriad of services and a place where you can network with other car enthusiasts and attend special events with those who share your passion for cars.

There is a full-page flyer and registration form in this issue of the *Northlander* as well as on the NCR and NER websites. You can also just email Steve Artick at sartick@verizon.net to register. Don't miss it!

2009 DE Season update:

Now that we have been able to nail down our dates at Lime Rock, here is our 2009 schedule, including NER hosted events for 2009:

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)

August 5th NHMS DE (NCR hosted)

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

September 10th NHMS (NER hosted)

September 21st and 22nd, 2 day DE at Lime Rock Club. (NCR hosted)

That's it for now. Stay warm and as always, we welcome your comments and feedback. Feel free to email me at de@ncr-pca.org

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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 Industrial Park Drive,
after bend, #89 on right. WELCOME.

INTERVIEW

WITH MIKE AMALFITANO

David Churcher

&

Tracey Levasseur



About three years ago Matt and Jay organized a rally which would finish for lunch at the Amalfi Garage in Gilford NH. I had no clue what Amalfi Garage, or Gilford meant. I was in for a surprise. We arrived and as I walked thru the door the world changed ... there was a 962 and other "sundry" exotics. I was almost back in the Porsche museum. I did not know Mike Amalfitano at that time. I soon found he was a person with some history. Exotic history.

A few years passed by and, yes, I passed by Mike at Rennsport Reunion III, but no chance to talk or swap stories. Back in October Tracey and I were at the Porsche of Nashua car show to benefit Easter Seals NH. Mike had three of his cars there. By chance we bumped in to him and heard him rant about someone who had referred to his 910 and 917 as "nice replicas." Italian passion. He then

began to answer some tech questions about 962 tubs. German precision. Tracey commented that Mike is an unintimidating person. There had to be a story here for *Northlander*. So we asked Mike's wife Cheri to help us set up an interview with Mike.

On a bleak mixed sunshine and rain Friday afternoon in November Tracey and I took time out from our day jobs to be journalists. We took the 911 up to Gilford and received another surprise.

We proceeded to the "office" which is more like a playroom for a gearhead. On the back wall a neon SHELL sign was displayed. It was an old sign. It looked pristine but clearly was from a few years ago. On the same wall the rear suspension of a racing car and what appeared to be an Xtrac box attached to it as a décor piece. The back wall was lined with a

Coke machine and various photographs. A big painting was being protected by a shipping carton. And on the opposite wall stood an antique display case, made of solid oak with curved glass corners, containing various pieces of machinery. One more wall incorporated a large book case floor to ceiling with many books and, in Mike's own words "every magazine you can subscribe to." I had to ask if this included *Northlander*. It does.

We took our seats at a table with chairs cleverly made from aluminum racing wheels. Mike had a collection of photo albums and binders on the table and also a marked up copy of our outline. We had a few notes on tech and personal stuff but Mike was ready and the conversation began. A journalist's dream, Mike is one of those people who keeps the chat going with no uncomfortable silence. Neither of us had to cue him with another

question, he was more than happy to recount fascinating stories with so much personal insight it became more than just a relating of facts and dates. Mike's story is inspirational in that he built up a thriving business while pursuing his passion for performance automobiles yet all the time retaining that humanitarian quality often lost when one becomes successful.

Mike was born in Connecticut in 1937 to a 5' Sicilian father and strong-minded 5'-10" German mother. "Oh, she was a great lady. Taught me to fly. And I always had homework. It was not a problem ... if I did not have some she made some." He came from an interesting family. His father was in the restaurant business, so Mike learned to cook. His grandmother had family on both sides during World War II. "Five sons in the US forces. Some in the Luftwaffe. Someone in the Italian army. And lost someone at Anzio [the allied landing south of Rome 1944]."

It was while working at an Amoco station in Connecticut that Mike got his first bite by the auto racing bug. "It was the days when people would go to an Amoco to get 'white gas' [it was clear, not red, and was lead free]. A customer had bought an Alfa Romeo Sprint Veloce for his son but he was a bit scared of it. They wanted to race it at Lime Rock Park. They asked me to drive it.

"I looked at that tiny engine and laughed. Nothing like a US V8. It was my first race in a sportscar and my first introduction to Lime Rock. Arrangements were made by Mr Blanchard, a Mercedes dealer in Greenwich, CT. He was also a sports car enthusiast, racing a Mercedes 300 SLR. John Fitch, a renowned race car driver in his own right, had collaborated with Mr. Blanchard to allow me to learn what it was to drive a sports car on a road course, as my only experience was stock cars ... it began to rain and rain is the great equalizer. The Alfa had narrow tires and that was an advantage. I came in first in class." At this point Mike walks over to one of the glass display cases and picks up one of the many trophies, a silver plate from that first race in 1959.

Instead of following his father into the restaurant business, Mike turned to engineering. "My background is technical. A chemical engineer. We got into high temperature materials and electronic circuits. The seed money came from a local company and we built a plant in Franklin, NH. My wife and I had an apartment in Concord and later a house in Franklin.

Eventually Mike sold the company to a British group but continued to run the Franklin plant. By then, it had grown to be an international corporation with manufacturing and sales worldwide. His relationship with the workers was very close, he would help those in need and even have lunch in the cafeteria with them. This is the way it had always been so when the British group invited him to a dinner party in the UK and they announced a "winner" for the plant most likely to cause a lawsuit. He at first

same room was a 908, a 910, an RSR, a beautiful motorcycle and some other "interesting" pieces. Everything was a piece from a car, a souvenir of an event, something relating to a friend. They all had a story to tell.

"The 917. I bought it in France from the Marquis de Chandon [of Champaign fame] and it took an act of God to get it out of France. That was about 1980. We took it to Germany and they were not impressed nor convinced it was a real 917. During the restoration we found the



The 917 Spyder sits in the "office" surrounded by other exotic Porsche pieces.

didn't realize it was his plant. Apparently the British group felt he was a little too close with his employees and might get slapped with a harassment suit. Mike said he would not change his way and offered to resign. Realizing what a mistake that would be, the company told him "they had fixed the problem. They paid a higher (insurance) premium" to keep him on board. By then, he was fully committed to reenter the racing world in the form of SCCA, FIA and IMSA and subsequently, historic cars.

We moved on to discuss cars present and past, cars now owned, cars that had been owned, cars soon to arrive. And we heard some stories about drivers. In amongst the automobilia in the "office" were no less than half a dozen cars. Under the SHELL sign was a 917 Spyder and next to it a mock up of a 917 coupe. Nearby, in the

original John Wyer blue paint. And they went nuts. Jurgen Barth had it on their dyno and we saw 630 HP." The 917 coupe is a replica, just a shell which Mike had made to "show people what the other 917 version looked like."

Mike explained that driving the normally aspirated, aluminum and magnesium chassis 917 is not so comfortable. "When I drove it at The Glen I was praying to many religions. Colin Bennet, my mechanic, asked me what was going on because I looked a little light at the front and I was black flagged. Colin went in there and made a few adjustments and it was a different car. Gained four seconds. The only time I ever passed Brian Redman was in this. You have to remember too that today's new tires can put stresses on that chassis it was never intended to see. So we do a lot of crack detection



In the jewelry case sits a different kind of jewel. Here the 12 outlet BOSCH injector for 917 sits adjacent to a KKK turbo. Just out of the photo there is a 962 upright.

inspections." But for all that fear induced prayer and friend Brian Redman's dislike of the handling of the 917's, Mike still keeps the car in the center of the "office" and has meticulously collected volumes of documentation on the car. He opened a binder full of technical information as well as every race the car performed. There was a form with various boxes ticked off and initialed with all the details on the car ... down to the paint. A little humor followed as we looked at the signatures to see who had been there. Mike mentioned: "Langheck and those guys." There is, of course, no such person. Langheck is German for "long tail" and refers to one of the various configurations of the 917. The conversation moved to the 962.

"The 962 was 'safer' as long as you drove fast enough to keep the ground effects working. Otherwise it would kill you. The 962 was a new learning curve. It is designed for a 24-hour race. The engineers considered the driver ... safer ... more crushability ... Schuppan [Vern Schuppan: Australian driver for Porsche] did five carbon fiber versions with the blessing of Porsche and that is what mine is. It is not a tub made like some replica versions. Schuppan had the support and the drawings from Porsche. ... 200 mph comes easy with these cars The 962 is more stable.

"The car could be tuned to suit a track. They changed out the turbo units to get it tweaked for a certain track. It was whisper quiet too because of the muffling effect of the turbos. It had some issues too, if

for example, there is a puff of smoke you can expect a big bill. And you might even have a fire too.

"I was standing trackside with Klaus [Klaus Fischer, Mike's partner and technician] at Rennsport III as my car went by and there was this little puff of smoke. So I said to him: did you see that? And he nodded." And that was an engine problem.

Getting parts for a 917 is really difficult. The 962 parts are available but pistons, for example, there are different kinds depending on the engine. A minimum lot order can run \$50,000.

We started to walk around the "office" and look at various items. Towards the back and between two racing Porsches there is an immaculate custom made motorcycle. Another story unfolded. The moment the bike was put on display, on a pedestal by the builder, was the moment Mike walked by. He was taken by it. Admired it. Wanted it. The builder was taken aback, he had literally just finished building it and was still admiring it himself. Two passionate individuals. Mike wanted it. The builder was not ready to part with it. They talked. Mike has the bike. It is a beautiful technical and aesthetic piece.

In the adjacent corner sits an RSR. I love to drive it. That RSR won its class at Le Mans.

We moved around to another section where the shipping carton was protecting a very large painting. The painting is

Moss and Jenkinson in a 300 SLR and it is autographed by Sir Stirling Moss. I had been looking at that rear suspension attached to the wall and asked if that was an Xtrac box in there. Yes. Well now, how many of us have an Xtrac on the wall? Further along past the Coke machine are a few bottles of wine and a few empty bottles ... souvenirs of occasions. We paused at a collection of medals and I had to note to myself Mike made only a brief reference to them. They are medals he has won but he did not go in to details. But as we passed an open book with a photograph of Joe Buzzetta he paused, looked at the book, tapped the page, and mentioned his friend's name. There is more sentiment and appreciation attached to his friend than to his medals.

A photo album was opened to display various snap shots, personal moments, various cars Mike has owned, or driven, or just admired over the years. "....That's Brian [Redman] and his son ... he's a good looking guy...that's the B19 Chevron ...300 HP and 1400 lbs ... like a Go Kart ... hallo! ... This guy bent over, you won't recognize him ... is Tom Cruise. Me in the 908 in Road Atlanta turn one ... I won that ... (editor jumps in and asks: that's a Porsche 908? Yes) ... that's me again in a GT40 chasing ...

"Here I am in a F1 ... this is a TAG Williams. This the F3000 Honda ... boy did it howl.

"Ah ... that TAG F1. I should never have sold it. That was a mistake. [Editor: was it a Porsche V8?] No, this was a Cosworth. A beautiful machine. Sir Frank Williams asked me what I liked most about his car and I replied: the gear shift. It was so precise." Making the moves with his fingers and small hand movements Mike relived that gear shift. Williams had smiled and responded: "Ah, you are an engineer!"

Sicily ... look at that all those people standing there. That's the start where they wave you off. You know when they offer you a drink it's not water. You sip diluted wine!

"Here is the (Jaguar) XK-150 ... we did a ground up restoration ... Colin Bennet started and as usual we looked at each other and said: 'we tear it apart.' It was not in bad shape ... it had been in England but had LH drive and all US stuff ... it was unique ... I put another gear in it, now it's a 5 speed to reduce RPM. It goes good ... my legs go out straight ... sitting on your bum ... it has a crash box ... it has bump steer on a rough road and will not necessarily be going in the direction you

want to go. My wife and I left here on a nice day for Wolfeboro to have lunch ... top down. About one third of the way back and it starts to rain and it really comes down. I pull in to a drive way and, God helped me ... I pulled in at speed and I was so close to a stone wall. We get out and we can't get the top up. So we just started to laugh. So we drove home wet and when we opened the doors the water poured out. That top is a Chinese puzzle ... and you are lucky if you don't lose a finger."

Looking through the albums Mike made the comment he was trying to "pull all this stuff together" and there is a possible book to be published. Plans have been made. But I can see pulling this "stuff" together will be a massive task.

The conversation moved on to drivers. Mike has known many famous drivers over the years and spoke of them as if they were school chums. "I love racing with Englishmen. They are such gentlemen, but when they put that helmet on something happens. It's a splendid thing in that nationality that I hold in high regard. You go to a drivers' meeting you see Elford, Redman, and Derek Bell they aren't saying much but then the flag drops you have to wonder who is in the car.

"Redman is the classic ... he is the finest man I have had the privilege of being behind. It is magic to watch him. He was up here on a trip and we went to a go Kart track in Maine ... he has never seen the track or been in Karts too much. Ten Karts and Redman was dead last ... he banged me out of the way and one guy who lives here and has fastest time on that track was beaten. I watched him at LRP in my 962 ... he got in the car and left the grid dead last because he was doing something ... a half lap down behind pro drivers ... I was the "least guy" in that event ... Derek Bell was in there ... half a lap he gave them and two laps later he is 10th, four laps fifth (I got it on tape) Derek Bell was banging on the dash as Redman went by. No fear? Not a question of fear. It is not a matter of fear ... he is so smooth ... get behind him for a few laps and watch him ... you watch him get in to a corner ... the car "almost stops" and it's like a ballet ... he is now in his 70s and no spring chicken but just fantastic.

On the way back to the table we paused again at the glass cases mentioned earlier. "These cabinets are beautiful. Can't get them today. That curved glass ... you know. I got them at an auction. Came from a jewelry store ..." And today they



Mike explains to Tracey the size of a shipping crate he and a colleague at Porsche found was closed with Dzus fasteners, the rare kind used on a 908 body. They liberated those precious fasteners.

are home to jewelry again. A ring and pinion, a KKK turbo, a Titanium upright from a 962, and a 12 outlets [from the 917] BOSCH mechanical fuel injector system. "Porsche offered me a new car for that."

We headed out on a tour of the shop and an area where a few more prized cars are stored. Although this is a working garage the floors shine. "I am not allowed in here because I mess things up," Mike quips. There was more humor as we walked through the shop Mike pointed out the posters on the walls. Just posters years ago and now they are collectors' items. There is a painting in the top left corner of the shop. A D-Type leading a 300 SLR. When asked "is that Hawthorn in the D-Type?" Mike answers in the affirmative. When asked "Who is in the 300 SLR?" without missing a beat Mike replies "Moss."

We arrived at the home of two bright red cars. A Ferrari F40 and a 512M. The 512M is a five liter car, only 250 were made. "I got that in Italy. It took an act of God to get it in to the US. The F40 is no pretense race car. If you place a \$100 bill on the dash in front of the passenger and then stick your foot down he's never going to reach that bill."

They built the F40 with Italian carbon fiber and then with US material which was much better. A great number of those cars finished up in a Sultans collection. Mike explained it's a noisy car. "Doing 160 MPH on the Autostrada you cannot hold

a conversation. Not like the Porsche 959. I was with Jurgen Barth in a 959 on the Autobahn at 160 and we were chatting. Not praying, just talking."

We all admire the black Porsche GT2. Mike describes it as being "a couple of notches up". His foreign collection includes a couple 356 models, various 911s, a Fiat 500 Abarth and a pristine Porsche Diesel tractor. Surprisingly, Mike also possesses some American vehicles. We paused to admire a classic hot rod which has a blower and 1200 HP on pump gas. It's a 1969 Nova RS 302. "My grandkids love this one." Perched above the Nova on the car lift was a '69 Z28 RS302 Camaro. In another alcove were parked an early 70s, completely immaculate GMC pick-up truck and a 40s Ford flare side truck.

We headed back to the "office" and the phone rang. It was someone important at Porsche. It was about Mike's new Panamera and its delivery. He has a request in for a black Panamera. Just a half hour before he mentioned he had a GT40, in John Wyr colors, arriving soon. A few days of anticipation ahead and a few days of great pleasure.

By 5PM we were just beginning. The interview, as such, had stopped. I was leaning on my elbows and just soaking up the stories. The phone rang again. It was Cheri to see if it was time to pick up Mike. He replied: "Sure, Honey. I have kept these people long enough." And then began to relate more stories. Kept us long enough ... he could have

kept us all night and we would not have complained.

Time to call it a day. Mike's final note as we shook hands and said our goodbyes was: "Come again .. I'll take you over to the house next time." I know there is a car in the living room. I wonder if he will cook for us too. Could be another great story.

Tracey and I climbed back in to the 911 for the ride home. At first an unusual silence between us only to be followed by relating to each other a series of highlights from the afternoon. What a day. What a privilege.

Thank you, Cheri. Thank you, Mike.



Above: Mike has a collection of photo albums covering many years. The brown cover folder is a collection of notes on the 917 and every race it was in. Below: The 908 Spyder which is "dedicated" to Colin Bennet. On the left is a collection of every motor magazine you can imagine and it includes Northlander.

Porsche Presents First Photos of Four-Door Panamera

Market Launch in Summer 2009



Text and photographs from Presse Porsche

Roughly nine months before the actual market launch, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has released the first official photos of the Panamera in its final look. In its design, profile and silhouette, Porsche's unique four-seater stands out clearly as a new member of the Porsche family. Conceived and designed as a four-door grand touring sports car, the Panamera combines numerous talents in typical Porsche style: sporting driving dynamics, a generous and variable interior, and the supreme driving comfort of a Gran Turismo. Joining the 911, Boxster and Cayman sports cars as well as the sporty SUV Cayenne, the Panamera is Porsche's fourth model series.

The designers of the Panamera have succeeded in positioning this unique car as a brand-new and truly different model while nevertheless retaining the looks of a typical Porsche. Through its proportions alone, the Panamera stands out clearly in its market segment: measuring 1931 millimetres or 76.0 inches in width, the Panamera is wider, and measuring 1418 millimetres or 55.8 inches in height, lower than comparable four-door models. The unmistakable, sleek GT silhouette is created by the car's overall length of 4970 millimetres or 195.7 inches and short, sporting overhangs front and rear. In its styling and details, the Panamera follows the design philosophy refined over decades on the 911 and successfully implemented also on the Boxster, Cayman and Cayenne.

Through its design language alone, the Panamera will establish a new segment versus the competition. The symbiosis of sports car DNA derived from the looks of a coupé, the unique interpretation of the classical saloon body and the benefits of a variable space concept give the new Porsche its truly unmistakable appearance. As an example, the Panamera comes with highly individual, strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment lid create that typical 911 "landscape" at the front end of the car the Porsche customer has appreciated for no less than 45 years, with the distinctly contoured wings as flanks bordering on the flat front lid. The V-shaped seams along the engine compartment lid and the rear window tapering out like an arrow to the rear convey the features characteristic of a sports car to the new, highly individual Panamera class. The striking, muscular shoulders over the rear wheels, the dynamic sweep of the coupé-like roofline, and the visible tailpipes again bear out

all the DNA so typical of a thoroughbred Porsche.

The elegant roof arch extends stylishly over the generous interior, simply begging the beholder to get inside. Like all Porsche models, the Panamera is oriented in every respect to the needs and wishes of the driver. But now, thanks to the new concept of space and the sporting architecture of the interior, the car's occupants are also able to experience this special "pilot feeling" on all four seats. All four occupants enjoy supreme ergonomic comfort on both the front seats and the two firmly contoured single seats at the rear. The luggage compartment easily takes up all the passengers' luggage. The variable space concept with its folding rear seat backrests enables the driver and passengers to adjust the luggage space individually to their personal requirements. And last but not least, the coupé tailgate in the sporting rear end combines superior suitability for daily use with stylish elegance.

Porsche has developed superior and up-to-date power units for the Panamera again reflecting all the qualities typical of the brand – the V-engines within the engine compartment come with six and eight cylinders and range in power from 300 to 500 bhp. Some of the engines use turbocharger technology, Direct Fuel Injection making them both fuel-efficient and powerful all in one. The flow of power to the wheels goes either through a manual six-speed gearbox or the new seven-speed Double-Clutch Gearbox, the so called Porsche-Doppelkupplung (PDK).

In addition to sporting rear-wheel drive, the top version of the Panamera comes with even more sophisticated all-wheel drive, which is also available for the other versions as an option. As a further highlight, Porsche is preparing a particularly fuel-efficient version of the Panamera with hybrid drive. Further details on the engines, transmissions, performance, prices and equipment will be disclosed next spring.

The Porsche Panamera will be built at Porsche's Leipzig Plant, where a production hall measuring some 22,000 square metres or almost 237,000 square feet and a logistics centre are currently under construction. While the engines featured in the Panamera are built at Porsche's Main Plant in Zuffenhausen, the painted bodyshells will be supplied by the Volkswagen Plant in Hanover. The Leipzig Plant will then assemble the Panamera for final delivery, with an annual sales target of some 20,000 units. Porsche is once again cooperating largely with German suppliers in the production of the Panamera, with some 70 per cent of the car's overall value being created domestically. Hence, the Panamera is most definitely a car "Made in Germany".

The Panamera will be making its world debut in spring 2009 and the first models will be at dealers worldwide in late summer of next year.









Jay Gratton

Our new Vice President for 2009 makes his debut article ...

I suppose I should give a shout out to my Uncle Steve and my Dad for getting me started in this crazy Porsche experience ...

The Rolling Chicane

Wow, who would have thunk it? If someone would have told me back in 1988 when I joined North Country at the youthful age of 10 that I would someday be the VP, I would have giggled my little pre-teen giggle at them. Here I am, 20 years later, as NCR's newest VP; needless to say it has been a wild ride. After months and months of begging other people to step up for the roll of VP, the Nominating Committee decided to roll the dice and settle for this fella. Thanks Mark, Judy and Matty for the nomination and for all of the NCR members who voted for me. It was a tight race, but I held off a late charge by Mickey Mouse to steal the seat.

The best part is I have received so much verifying support from my amazing family. Jaime (the wife) has come to the conclusion that she will now officially never see me again. Of course she was smiling when she said that! My mom cried, well, because she is my mom and that is what mothers do. Grammy Gratton is happy that she has articles to read again in the *Northlander* by a Gratton. Finally, my father (Jim) and Uncle Steve had the best words of advice. They were quick to inform me that when they were presidents of NCR that the club won the PCA Region of the Year and they expect me not to embarrass the family name. Good thing I have 2 years to learn before the pressure really hits.

I suppose I should give a shout out to my Uncle Steve and my dad for getting me started in this crazy Porsche experience. Of course it was my dad that brought me along and modeled me into the extreme Porsche enthusiast that I am today. But I have to give my Uncle Steve the nod for starting me on this exciting journey, as he was the first Gratton to bring the Porsche brand into the family. It was back in 1985, and Uncle Steve decided he wanted to buy a Porsche 911. We all thought it was a mid-life crisis, but I digress. I still remember going to his house in Concord and standing in his dimly lit barn looking at this brown car that looked like a VW beetle on steroids. Hey! I was only 7 or 8 years old, and back then I thought

my mom's Volvo 240 Wagon was fast. I certainly didn't see what the big deal was. All I cared about was could it go 88 MPH and go back in time if we put a Flux Capacitor in it.

Then it happened, I got a ride in it and my life was never the same again! It was later that summer and we were all up at the family cottage on Westport Island in the Boothbay Harbor Region. Uncle Steve and my cousin Alex came up for the weekend and Uncle Steve brought up that funny looking brown car that was older than me. I don't remember where we were going, but we all piled into the 911. I won't go into too many details, but Rt. 144 that runs off Westport Island is a very curvy road with no traffic, making it perfect for a Porsche. All I will say is that I wish we had a Flux Capacitor that day, my friends. I was instantly hooked, I had never been in a car that sounded, handled, stopped and accelerated like that before. The rest as they say is history! I have been a Porsche nut ever since and the best part is that the old brown 1977 911 Carrera Euro 3.0 is still in the family. Thanks for the ride Uncle Steve, I blame a lot of this on you!

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President

...continued from page 6

an unattainable dream. Like most of us, I had my 'list' of things I wanted to accomplish as I approached adulthood. One was to marry Erik Estrada – for those of you who don't know he was the star on the TV series C.H.I.P.S. He was my idol...posters up everywhere in my room. Another goal was to someday, somehow, own a Porsche. I never did marry Eric. And starting a family at a relatively early age put Porsche ownership on the back burner for many, many years. Family came first.

But good things come to those who wait. Three years ago while scanning ebay I came across a YELLOW 944 offered on Long Island, New York. I just had to have it...maybe it was the color and the Porsche crest but I just could not resist. I hit the buy it now and 3 days later went to New York to pick it up. My first Porsche! I remember a stop at a rest area on the return trip... just looking back...on the trailer...my Porsche. Wow that is really mine, really mine. I joined the Porsche club North Country Region where I was welcomed with open arms.

Since the purchase of that yellow 944, I have owned a 1984 911 cab (bad story, long gone) and a 1978 Yellow Slantnose (rep) Targa. After acquiring an interest – is addiction a more properly expressive word? – for Driver's Ed I purchased a red 944 Turbo, which has been 'upgraded' with yellow numbers and stripes.

So...after being in the club a short time I was approached with a request to help out in the planning and organization of social events. I jumped in with both feet. A year later I decided that I might be able to help as Vice President, and served in both capacities for two years. In 2008 the membership expressed sufficient confidence in my abilities to consider me qualified to serve as your regional President. I am humbled and honored by that office and promise to work hard for NCR's members' interests. In that capacity I look forward to seeing all my old NCR friends throughout 2009. And for those of you I do not yet know, please do not hesitate to come up and introduce yourselves to me, and I promise I will do the same. We are all just like a great big family.

NCR's membership is filled with absolutely the greatest folks of the Porsche fraternity. We have enjoyed tremendous leadership from our past presidents, from our event volunteers, club officers, and all those so

willing to lend a hand at whatever needs to be done. I will try to measure up to those who have preceded me. I promise to be involved and to encourage some of our fringe membership to become a little more active. We have a wonderful region and I will do all I can to help grow the good that is NCR!

Glad to meet you....

Ivy – NCR President



Ivy and two of her sisters. Which one do you think is our Prez?



Jail Bird, December 2008 ... "LOL I raised \$1185.00 ... the most out of 96 jailbirds... what a day."

Editor

...continued from page 7

now has the job of entertaining as much as informing. And any informing must be done with an eye towards graphic excellence with good fonts and photographs.

I read an article about the death of print. But the news of its death was premature. Take a look at any magazine rack and you will see a lot of magazines and many with niche interests. And all with excellent graphics. It has never been better. The article I just referred to suggested people like the web for a quickie bit of information but they like to take their magazine to bed. You would not want to go to bed with an **ugly** magazine. Now would you?

My copy of Der Auspuff (Rennsport region, Canada) arrived last week. The editor, Michael Delaney, had written his editorial addressing his new job as editor and the challenges he is facing. I will quote in the next paragraph a piece from Michael's recent email to Tracey and me. Cleary we are in the same boat.

I think that we all have to find a way to adapt our newsletters and to move beyond a simple reporting of events, which the web can do in a more timely fashion. Perhaps it could be the subject of a breakout meeting during one of the presidents' meetings. Another option is to set up an idea exchange group amongst editors who would like to bounce ideas off each other.

Tracey and I have signed up for another year and as we begin to put January *Northlander* together it is bleak and cold outside and we look forward to the coming events we will write about, photograph, and publish. We look forward to making *Northlander* a magazine you will want to take to bed with you and enjoy. Help us do that ... write an article, take some photographs, let us see your enthusiasm.

David

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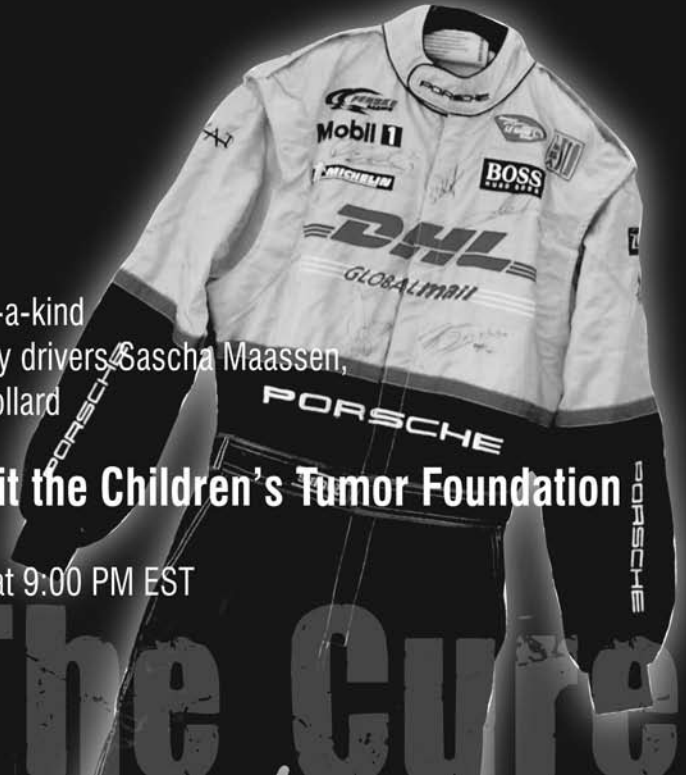
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Presse Porsche



Porsche sports cars embark on record-breaking test drives time and again – but this time the purpose of the test was quite different: Driving a regular 345 bhp Porsche 911 Carrera with Porsche’s PDK Porsche-Doppelkupplungsgetriebe, the car tester, ex-racing driver and presenter of the n-tv Motor magazine Klaus Niedzwiedz covered 648 kilometres or exactly 400 miles on public roads, achieving extremely low average fuel consumption of just 6.7 litres/100 kilometres, equal to 42.2 mpg imp. In the process, he easily outperformed the combined fuel consumption specified under the Euro 5 standard which, at 9.8 litres/100 kilometres (28.8 mpg imp) already sets the absolute benchmark in this category of sports cars in terms of fuel economy.

The Porsche Carrera covered about 190 kilometres/118 miles of the total route on country roads and 30 kilometres/19 miles in city traffic, with the remaining distance on the Autobahn. The car’s tank was filled up prior to and after the test drive by a certified inspector of the German DEKRA Car Inspection Authority, who also sealed the fuel tank and the engine compartment in the process. Under normal traffic conditions, with the headlights switched on, and with rain from time to time, the driver sought to keep the car’s engine speed between 1,800 and 2,000 rpm, with a road speed between 90 and 130 km/h (56 – 81 mph). The average speed achieved in the process was 84 km/h or 52 mph.

In the words of test driver Klaus Niedzwiedz, “the result proves that with a lot of feeling

and discipline you can even drive a 3.6-litre, 345-bhp sports car very economically.”

The test drive confirms once again that Porsche is going the right way in its process of technological development. Within a very short time, all production versions of the Porsche 911 with a natural-aspiration power unit have been converted to brand-new engine technology featuring DFI Direct Fuel Injection, improving fuel economy by more than 12 per cent, and with a substantial increase in both torque and engine power.

The optional PDK transmission with seven gears likewise makes a significant contribution to the car’s greater fuel economy, at the same time giving the six-cylinder models even more power and performance.

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**From Prescott Kelly
December 22, 2008**

To follow up on my email from last week, here is the obituary for Bob. It will appear tomorrow in the Atlanta, Reno, and San Jose newspapers. As I said last week, Bob was as good a friend as PCA will ever have, and we miss him mightily. Bob's wife Debbie wrote this with fine-tuning by their best friends, Betty Jo and Leonard Turner. VB, P.

Bob Carlson
1948 to 2008

Despite his easy-going personality, Bob Carlson was a fighter. Faced with gall bladder cancer in April 2007, he refused to let it win. He defied the odds and was able to continue working for Porsche Cars North America (PCNA) and enjoying his family and friends for more than a year. When the cancer returned he could no longer continue the battle, and on Thursday, December 18, he slipped easily into God's hands.

While his greatest passion was car racing, Bob was also interested in the Civil War, college football, hydroplane racing, unlimited air racing, baseball, and hockey. Through these interests he extended his circle of friends around the world. He was an avid collector of model cars, original historical documents, railroad lanterns and trains. Bob nearly turned the home he shared with his wife in Dunwoody, Georgia, into a museum. The home certainly had its own character!

Bob was born in San Francisco, California, to Frances and Robert Carlson. He lived in Campbell, California, until marrying his wife Debbie and accepting a dream job with Porsche Motorsport North America based in Warrington, Pennsylvania. He worked for Al Holbert and soon found himself associating with the racing personalities he admired. He was quickly promoted to Racing PR Manager and helped lead Porsche through a golden era in motorsports. Bob then relocated to PCNA corporate headquarters, first in Reno, Nevada and in 1998 in Atlanta, Georgia.

Bob was always aware of how fortunate he was to work for a company whose history he respected and with people he enjoyed. In his 24 years with PCNA, Bob developed a reputation for honesty and integrity and was a respected public relations professional. Among his notable achievements were the three Rennsport Reunions and highly innovative media introductions. In early 2008 Bob was awarded the Jim Chapman award for lifetime achievement in motorsports public relations from the American Auto Racing Writers and Broadcasters Association.

Bob requested a private family burial. He was interred at Arlington Cemetery in Sandy Springs, Georgia, on Monday, December 22. A celebration of his life will be held at a later date and friends are asked to monitor his Caring Bridge website (www.caringbridge.org) for details. Bob will be missed not only by his wife and mother, but also by hundreds of friends in the racing family. Godspeed, Bob.



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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*: 2007 Mitsubishi Eclipse - Sunset Pearl, black cloth sport seats, 5 sp, AC, Cruise, Sun and Sound Package (sunroof and premium stereo), 19,000 miles, Amsoil synthetic oil always used, Adult owned and in very good condition. This is a very sporty car that gets 30 MPG and runs on regular gas. KBB value is \$14,200. \$13,200/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.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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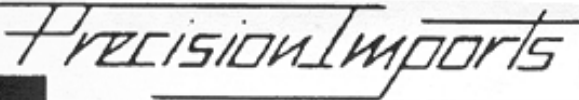
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The Storms of 2008

Will we ever forget the storms of 2008?

November and December are "short" months for the editors and contributors because of the holidays. Add the power outages and a new routine with our new printer and the month gets even shorter.

So, this first edition of *Northlander* for 2009 might be a little short on some of the plans we had in mind. But it is close.

Enjoy, and expect more in February. More in *Northlander* that is. Not more storms ... we hope.

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