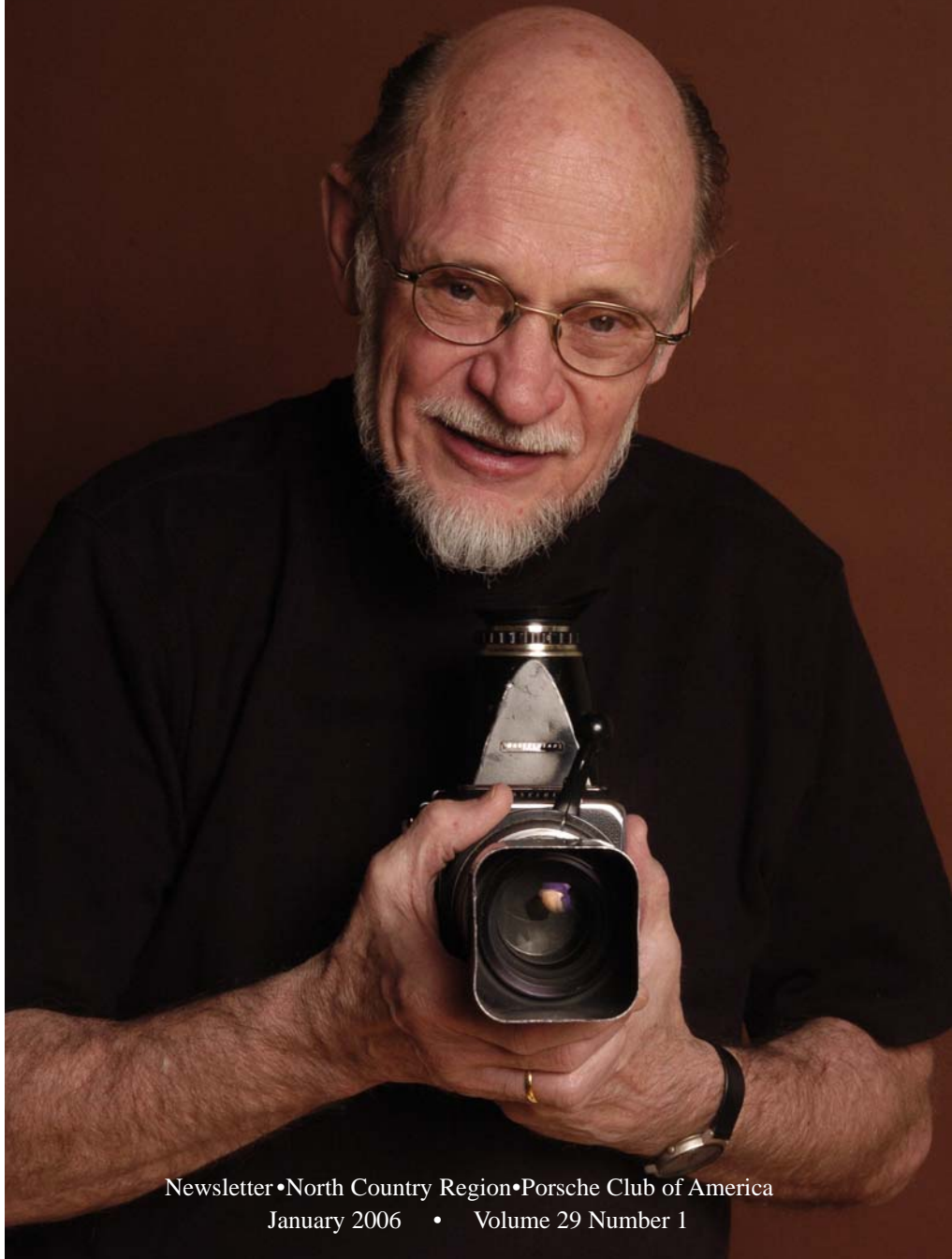


Northlander



Newsletter • North Country Region • Porsche Club of America
January 2006 • Volume 29 Number 1



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On the Cover...

*David Churcher,
 NCR Enthusiast
 of the Year
 Photographed by
 Ellen Beck*

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Statement of Policy

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CALENDAR

FEBRUARY

- 16 - Thursday **NCR Board Meeting**, Cat 'N Fiddle Restaurant
Concord, NH president@ncr-pca.org
- 24 - Friday Zone 1 Spring President's Meeting
Springfield, MA <http://zone1.pca.org/>
- 25/26 - Sat & Sun Zone 1 Tech Tactics
Springfield, MA <http://zone1.pca.org/>

MARCH

- 10 - Friday Registration for 51st Annual Porsche Parade
www.pca.org
- 14 - Tuesday **NCR Board Meeting**, Cat 'N Fiddle Restaurant,
Concord, NH president@ncr-pca.org

APRIL

- 11 - Tuesday **NCR Board Meeting**, The Foxfire Grille,
Epping, NH president@ncr-pca.org
- 16 - Sunday NER Novice Autocross School,
Ft. Devens, MA www.porschenet.com/auto-x.html
- 22 - Saturday **NCR AX #1**
Ft. Devens, MA autocross@ncr-pca.org
- 30 - Sunday **Tour to and Lunch at Carlson
Automotive Museum**,
Melvin Village, NH rally@ncr-pca.org

MAY

- 7 or 14 - Sunday **Spring Gimmick Rally**
Starting Point TBD rally@ncr-pca.org
- 11 - Thursday **NCR Board Meeting**,
Location TBD president@ncr-pca.org
- 13 - Saturday **NCR AX #2**
Ft. Devens, MA autocross@ncr-pca.org
- 19/20 - Sat & Sun Zone 1 Concours and Rally
Danbury Sheraton, Danbury CT <http://zone1.pca.org/>
- 22/23 - Mon & Tues **NCR DE**
NHIS, Loudon, NH driver-ed@ncr-pca.org

JUNE

- 9-11 - Fri-Sun Zone 1 Watkins Glen Club Race,
Watkins Glen, NY <http://zone1.pca.org/>
- 13 - Tuesday **NCR Board Meeting**
Location TBD president@ncr-pca.org
- 17 - Saturday NER AX #1,
Ft. Devens, MA www.porschenet.com/auto-x.html

Note: Please watch this space or check the website at
www.ncr-pca.org for any changes to the club calendar.

FROM THE DESKTOP

By: Bill Kallgren - Editor



Happy New Year. It is hard to believe that 2006 has arrived. As the Holiday season passes, the long nights allow a certain amount of time to reflect on the past year as well as plan for the upcoming year. I don't know exactly what it is about the new year which is so compelling, after all we are simply placed here on this spinning globe racing across the cosmos. A more or less random planet, circling a random sun in a random galaxy, one out of countless billions. Nothing really special, but yet this is all we know. So we pick a random date and call it the New Year. And each new year, many of us take to reflecting on the past year and make various resolutions for the new year. Absolutely fascinating if you allow your mind to think about it.

Well, Happy New Year; even if it is, more or less, a random date picked centuries ago to mark the start of the new year.

So with the above in mind I am looking forward to enjoying the winter months and winter sports. 2006 is an Olympic year and I anticipate watching some of the sports. My favorite events are the downhill skiing (Downhill, Grand Slalom and Slalom, I am not keen on the freestyle events), the trio of sledding events (toboggan, luge and skeleton) and the speed skating, particularly on the long track, although the short track is also very exciting.

As striking news to our regular readers, I have decided to sell my Porsches. I will turn 38 with the change in the year and have decided that I need a change. Oh, don't fret, this does not mean that I am getting out of Porsche ownership. As you will recall from last month's article,

I have been waffling on either upgrading my current car to get involved in club racing or sell and look to buy something track ready. After consulting with a number of club members, including Edgar Broadhead, Damon Josz and Andy and Laurie Sanborn, the general consensus is that buying a car already setup will be more economical in the long run. Check the classifieds if you are looking for a new used car!

For 2006, the *Northlander* will continue the highly successful Contributor of the Year program. 2005 Contributors of the Year included Judy Hendrickson recognized for Porsche Photography, Jack Saunders recognized for his submissions of Porsche Technology and our Literate Porscheophile for 2005, the Jackson Family for recounting their first trip to a Porsche Parade. Starting things off for this January edition please check our first submission from Ephraim Dobbins recounting his experiences in Shanghai for the final round of the 2005 F1 series. Ephraim managed getting to the opening round in Australia as well as final round in 2005. With some luck, we hope he reports from additional rounds for 2006. Also when we opened our mail this month, we were lucky enough to find a copy of a letter from John Killion to the eremitic Herr Hanzy. The games are afoot for the 2006 Contributor of the Year.

I hope you have a happy new year and wish you all the best for 2006.



FROM THE PRESIDENT

By: Janet Leach - President




I hope you and your family enjoyed the holiday season. What a busy time of year! The extra time off from work for Christmas and New Years is a welcome break to settle into the new year.

We have another change for our board; our webmaster, Berthold Langer, will be leaving us in January to take a job in Germany. He stepped right in when Loosey and Colin left and he, along with Nick Shanny, have done a great job with the NCR website. It is unfortunate that we will be losing Berthold. I had the pleasure of going out to dinner with him and a few other club members last month and got to know him a little better. He has a great sense of humor and will be a great addition to the company he is joining. We are happy that he will be keeping his membership with North Country and as his company is based in both Germany and the U.S., we may get the opportunity to see him on one of his trips to the states. We have a focus group working on ideas for the website; if you have any thoughts as to what you'd like to see on the website, please send them in

an e-mail to: webmaster@ncr-pca.org or to me at president@ncr-pca.org. The website, as well as the *Northlander*, are powerful tools to keep our members informed of upcoming events and activities.

Our first event of 2006 will be a Yankee Swap, organized by Steve Robbins. It will be held on Sunday, January 15, at the Cat 'n Fiddle Restaurant in Concord, site of many board meetings. Ellen Beck and Bob Gutjahr hosted the first annual swap last year at the New Asia Restaurant in Newington, NH. Those who attended will remember the frenetic pace that some of the most popular gifts were swapped around the room. I'm sure that we will have the conviviality of vying for that one best gift at this event. Please contact him at social@ncr-pca.org to register.

Happy New Year, and I wish you well in 2006. 





Got an Idea for an Event,
Want to chair an Event ?

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THE STARTING GRID

By: Lisa Roche - Membership



<p>New Members:</p> <p>Glenna Goodman Carl Goodman Contoocook, NH 1977 911 S</p> <p>Andrew R. Schmidt Carl Schmidt Grantham, NH 2005 Boxster</p> <p>Chris Trider Nicole Trider Concord, NH 1987 911</p>	<p>Brian E. Yevick Chris Yevick Merrimack, NH 1978 930</p>	<p>10 Years:</p> <p>Anthony C. Kiburis Anne Kiburis Merrimack, NH 1993 911</p>
<p>1 Year:</p> <p>Jack Herman Karen Herman Andover, MA 2005 911 C4S</p> <p>Tim F. Melanson Cindy Melanson Wolfeboro, NH 2000 911 C4</p> <p>Richard J. Rosato Concord, NH 2005 Cayenne S</p>	<p>2 Years:</p> <p>Blair A. Budday, Jr. Jennifer Christian Bedford, NH 1989 928</p>	<p>15 Years:</p> <p>Abe Anderson Bow, NH 2003 Boxster S</p> <p>Susan Bird Bow, NH 1990 944 S2</p>    
<p>5 Years:</p> <p>Michael Chambers Kathleen Moulding Atkinson, NH 1989 Carrera</p> <p>Gregory D. Gill Tyler C. Gill Sutton Mills, NH 1979 911</p> <p>Franklin Haskell Benjamin Haskell Merrimack, NH 1979 911</p> <p>Peter R. Owens Carolie Owens Hollis, NH 1994 911</p>		

26th Annual Zone 1 Tech Tactics

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Twenty Six Years of Excellence: So, we've been doing this for 26 years in a row, and still, a bunch of PCA members have never taken the time to experience the dazzle of talent that these speakers volunteer for this event. So, get off your lazy butt and head to Springfield for a weekend of Porsche camaraderie, technical know-how, and tips and tricks on how to make your ownership of one of the worlds great automobiles even better than it already is.

Confirmed Speakers:

Bruce Anderson	The Porsche 911
Allan Caldwell	Early 911 Suspension
Tom Charlesworth	OBD II
Bill Gendron	Autocrossing Your Porsche
Leo Hindery, Jr.	Dinner Speaker
Ed Mayo	911 Engine, Valve Adjustment and Timing

Dontaus Neudeck, PAG	Cayman S
Jim Newton	The Best of Jim Newton
John Paterek	Hands on Detailing
Peter Smith	Cayman

Saturday Dinner Speaker:

Leo Hindery, Jr.

2005 GT2 Le Mans winner

Weekend Schedule

Hospitality Friday & Saturday evenings, 9:00 p.m. - midnight
Registration Saturday, 7:30 a.m.
Vendor Area Saturday, 7:30 a.m. - 6:30 p.m.
Tech Sessions Saturday, 8:00 a.m. - 5:30 p.m + Contest
 Sunday, 8:30 a.m. - 1:00 p.m. + Q&A ((you get to ask the questions!!)
Saturday Luncheon 12:00 - 1:15 p.m.
Saturday Evening 6:00 p.m, Cocktails (cash bar);
 7:00 p.m., Dinner & SPECIAL program

Hotel Reservations

Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of **special rates available thru February 10, 2006** (\$102/per night, single or double occupancy, additional people \$10, taxes extra.) "Executive Level" rooms additional. **Call 413-781-1010**. Hotel parking available. Bradley International Airport 18 miles. Hotel is on I-91: Exit 6 (northbound) and Exit 7 (southbound).

Registration Choices

Any questions, **please** call the Registrar - George Beuselinc, (845) -364-4173. Payment must be in US dollars. See below.

Saturday & Sunday Tech Sessions & Coffee Breaks,

NO MEALS INCLUDED:

Postmarked 14 February 2006 or earlier \$80 US per person
 Postmarked 14 February or later \$90 US per person

Saturday Luncheon (Lasagna/salad/dessert/beverage)

NO TECH SESSIONS INCLUDED \$20 US per person
Saturday Dinner & Program (NY Sirloin Steak or Pan Seared Salmon Doria)
 NO TECH SESSIONS INCLUDED \$35 US per person

Registration Application - Zone 1 Tech Tactics 2006

Entrants Name _____
 Family/Aff Member _____
 Address _____
 Day Phone (____) _____
 Night Phone (____) _____
 E--mail _____
 Region _____
 rev-12/2005

QTY	AMOUNT
_____	_____
_____	_____
_____	_____

* Indicate Entree Choice:
 _____ NY Sirloin Steak
 _____ Pan Seared Salmon Doria

AMOUNT ENCLOSED (US)

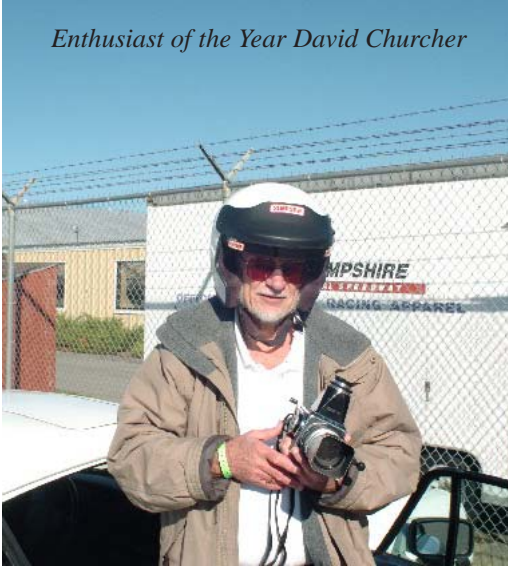
Check to: Zone 1 PCA
 George Beuselinc, P. O. Box 9
 Ulster Park, NY 12487, (845) 364-4173



ENTHUSIAST OF THE YEAR

By Bill Kallgren - Editor

Enthusiast of the Year David Churcher



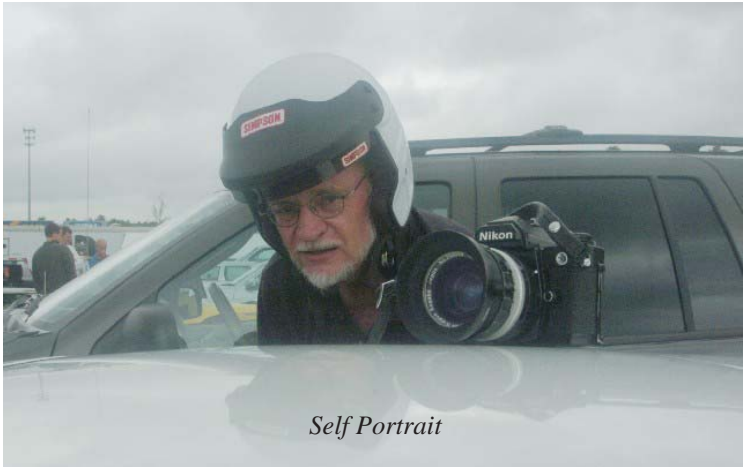
The North Country Region of the Porsche Club of America is particularly blessed to have an exceedingly active membership, with a large number of participants for all club activities. The 2005 season started with a series of Tech Sessions in the winter. With the arrival of spring the club held the first driving activities including a Car Control Clinic as well as a Spring Rally. As summer approached, club activities turned to Driver's Education. The competitive spirit of the North Country Region was catered to by an extremely successful Autocross series and things wrapped up with our wonderful Fall Rally. Interspersed throughout the year were a number of social activities and car shows.

Participation within the club is exceeding strong making selection of the

enthusiast of the year very challenging. With the approach of our Annual Banquet held in November, a call for nominations for the *Doug Hendrickson Enthusiast of the Year Award* went out to the membership. As the nominations started to pour in and were opened, it was quickly clear that the membership of the club had already selected an Enthusiast of the Year. The name that was nominated over and over was that of David Churcher, official club photographer and chairman of the Yearbook committee.

Club members will quickly recognize David where he can be found at almost any club event, always peering through the lens of his omnipresent Nikon. From Technical Sessions in the winter, to a very wet Control Control Clinic in early spring to the heat of the summer driving season, David worked hard at the many club events providing many of the photographs which grace the pages of the *Northlander* as well as appear on the NCR website. During the heat of the summer, David was asked to head to Hershey for the annual Parade where he was one of a select few official club photographers. David was also featured in our Porschephile Profile in the March 2005 edition of our club newsletter. Rain or shine, stifling heat or bitter cold, David can be found crafting his art with gelatine and silver.

A native of Australia, David took up photography in 1962 snapping shots of racing cars and race car drivers, the likes



Self Portrait

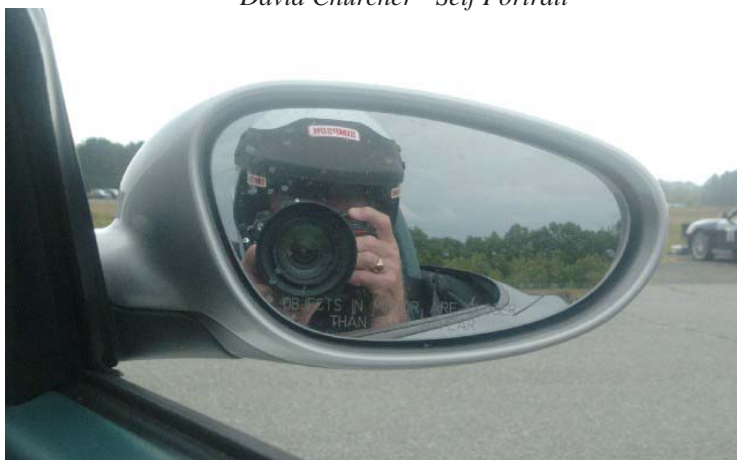
of Sir Jack Brabham, David Gurney and Phil Hill. Indeed, one of David's photos of Jim Clark winning the 1964 running of the Indianapolis 500 appeared on the cover of the magazine *Sports Car World*. David acquired his first and to date only Porsche in 2001, a 1984 911 Carrera with the license plate Helmi, chosen after the name of his daughter. Purchased sight unseen, David was completing a three year work assignment in Heidelberg and purchased the car with assistance from fellow club members Ellen Beck and Judy Hendrickson. Arriving back in the US, David quickly picked up his camera and headed out to NCR club events.

Next time you are at an event make plans to meet this exceptional individual, David Churcher recognized as the 2005 *Doug Henrickson Enthusiast of the Year*.



Indianapolis, 1964

David Churcher - Self Portrait



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DEAR HANZY, MEIN HANZY

By: John Killion - Contributor



Dear Hanzy mien Hanzy:

First thing off, I want to thank you for that wonderful and generous gift of yummy mushrooms from your aunt's garden, and I am happy to report that they arrived in my mailbox as fresh and pristine as they possibly could have. I immediately added them to a red sauce I'd been simmering and eventually sat down to enjoy a delightful Italian meal in the company of my wife's African Gray parrot. His name is Merlin, but I've always thought that Lucifer would've been a far more fitting name for him considering his habits and personality. And so it was that he and I sat down to eat and review the tapes from my last miserable performance at NHIS.

About halfway through my meal, as I was blissfully twirling my fork through thin spaghetti and puddles of dark, red and very sinister-looking sauce, I began

to get the strange sensation that the room was becoming smaller, as if the walls were closing in on us, and I also began to irrationally suspect that someone had removed, or possibly stolen, all the glass panes from the windows in my room. I suddenly felt strangely exposed and privately vulnerable to the raw elements of the outside and hostile world.

As I was trying to comprehend these sudden and curious developments, Merlin turned to me and said, "You call that driving? My Grandmother could do better than that."

Now, a prudent person would be justifiably alarmed to be directly addressed by a creature not of his species, but over the years I've actually become quite used to Merlin's smart mouth and perpetual criticism concerning my grooming habits, guitar playing and cooking, but I honestly felt he went a bit too far this time with his petulant ridicule, so I bravely asked, "What do you know about your Grandmother? You were hatched in an incubator, like a chicken egg."





Nothing ruffles that big bird's feathers, at least nothing I've ever thrown at him. Pound for pound he's the toughest, meanest and most arrogant animal I've ever lived with, and many is the time I've considered showing the open door to him. But so far I've yet to hand him his freedom. Not that I'd miss him all that much, I'm just terrified that he'll immediately teach all the local crows, blue jays and various other winged miscreants how to speak *in my language*, then organize them and station them in the trees above where I park my car. So for the most part I just leave him alone in his cage, peacefully, where he spends most of his time quietly lifting free weights, writing cheeseball legalese appeals, and figuring out how to get under my otherwise acceptably thick skin.

"You missed that apex by a mile," he said while casually stretching his large gray wings. "And your hand work is awful. Just look at that!" he added with a distinct and deliberate snicker, suggesting that he could somehow do better if given a chance.

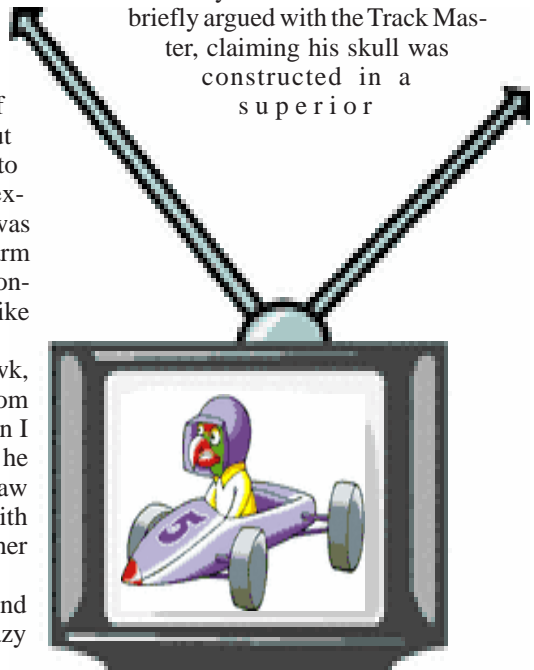
Occasionally, I consider myself to be a reasonably patient man but this bird was really beginning to annoy me, and the steady and unexplained condensing of the room was generating a growing sense of alarm for me when I said to him with contrived and shaky confidence, "Like to see you do better."

His only response was to squawk, "Okay," and he flew straight from his perch right into the TV screen I was watching. He didn't hit it, he flew *into* it, and the next thing I saw was Merlin in my 944, driving with one foot on the wheel and the other on the shifter.

Now Hanzly, I know you may find this hard to believe but that crazy

bird can drive! He was diving into the carousel like a fighter pilot and passing cars like they were sitting on jack stands, better than I could ever do on my best day. I'm still not entirely sure how he was working the pedals, but with results like that why quibble with silly things like methods. I watched as he drove the same precise line each time, around and around in utter perfection, whacking apexes left and right, hitting all the braking points at just the right time, and carrying some *serious* speed around the track in *my* car, and I silently felt my blood beginning to boil with extreme and unwarranted jealousy towards my formerly fine feathered friend. Eventually, he was black flagged by a sharp-eyed corner worker for driving without a helmet and had to pull into the pits, and I felt my dangerously elevated blood pressure return to a more sustainable level.

But the damage was done for Merlin and his day at the track was over. He briefly argued with the Track Master, claiming his skull was constructed in a superior



manner to that of humans, thus negating the need for a helmet, but the Track Master wasn't buying it. At that point, Merlin selected one of his more colorful curses and delivered it with precision to the stunned crowd who had gathered around my car, calling them all, "Blouse-wearing, poodle-walking, pinkie-pointers," as he flew from the TV screen back to his foul perch in my shrinking livingroom.

"Told ya," he said to me with his usual smugness. "Imagine what I could've done if you'd sprung for the turbo model instead of the kiddy car."

That was the last straw for me, and through the fog of my increasing paranoia and disorientation I said to him, "Yea, but I bet you don't know how to turn on the *drizzen flippers*," hoping to confuse him with the one word I think I know in German.

"Piece of cake," he hollered, and flew back through the screen into my car. I watched as he tripped the lever through



all of its functions, smugly demonstrating his erudite knowledge of its workings. He turned to face me and started to say, "See? I don't know what makes you think you're higher than I am on the evolutionary ladder, but... HEY! Don't touch that..."

I immediately grabbed the remote and paused the tape, freezing his well-honed beak in mid-insult and chuckling to myself over the panicked look in his eyes. I slurped the last of my now-suspect spaghetti and reached over to turn off the TV. "That's what makes me the superior being," I said to his glacial form. "Technology."

There is no substitute.

-John Killion, Car 168

Author's note: Merlin is a smart, seven year old, male African Gray Parrot. While his vocabulary has clearly been exaggerated for my silly literary purposes, his personality has not. In fact, he uses nearly 200 words and phrases on a daily basis, most of which I am fully convinced he actually comprehends. It's like having a dolphin in your livingroom, without the smell of fish.



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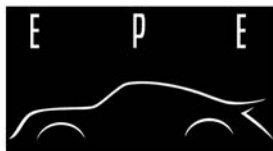
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Happy Motoring
Jerry Pellegrino

*Of course Tech Inspections for track events are complementary - Just drive by



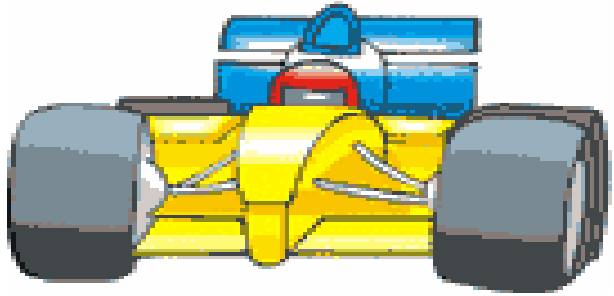
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SHANGHAI GRAND PRIX

By: Ephraim Dobbins - Contributor

I had the chance to be in China for business in early October this year and in Shanghai at the time of the Chinese Grand Prix. Before describing the F1 event some account of local color is in order and I have to choose the scariest ride(s) I have ever taken, the Shanghai taxis.

In Shanghai all the taxis are the same, VW Santanas made in a plant just outside the city near the circuit. Without exception every taxi driver is crazy. When you look at the time on the accelerator and brake for a race driver it might be 90%. The Shanghai taxi drivers have to be closer to 100%. In the city they dart and cross lanes to gain a couple of feet. They show no inclination to lift to avoid hitting pedestrians or bicyclists. On the



highways they swerve across lanes honking and flashing their lights, in one case cutting off a bus by swerving across his nose when the bus's front bumper was just ahead of my peripheral vision while sitting in the rear seat. At that point I was sure there was no way we wouldn't hit. It seemed impossible we wouldn't collide and I literally braced for the impact. As it turns out we did not touch, the bus nailed its brakes. I think this behavior is so common that the drivers antici-

mate it and are always ready to jump on the brakes. After the near miss I looked over at the colleague I was traveling with from the US, whose eyes were like saucers, and commented that the taxi driver probably feels safe because any impact would be cushioned by the 12 gallon propane tank that powers that cab. Yup, they mostly all run on propane tanks in the trunk. We figured the ex-



Hold On! Shanghai Taxi in Traffic



plosion would mercifully keep us from an agonizing end trapped in the twisted wreck of the cab when a bus driver didn't react in time.

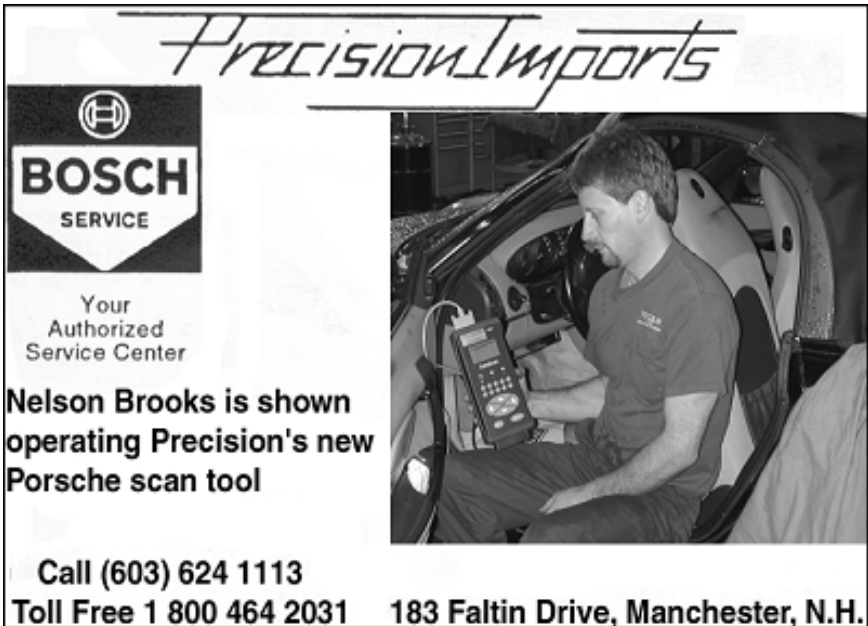
The event itself went off pretty smoothly, especially considering this is just the second year. The circuit is located something like 50km outside of the city. The easiest way to make it out there seemed to be to take advantage of the shuttle buses that ran from four locations around Shanghai.

There were literally thousands of buses that had been pulled into service for the event. During the ride out I noticed at every intersection there would be someone standing in the crowd (there seemed to always be crowds on the streets) holding up a large sign with an arrow. He would step out toward the bus and hold up the sign. Apparently many of the bus driv-

ers only knew their local routes and this measure was taken to keep them from getting lost. I can only imagine that there were bus loads of people driving aimlessly around last year since this was a new thing.

Once we arrived at the circuit it was a quick walk to my seat, right at the end of the first hairpin turn. I went into the grandstand and checked out the view and then headed out to do some souvenir shopping. An interesting aspect of this was the so-called "fence vendors." On the way into the circuit there were numerous vendors selling team hats, flags and drinks. Once inside the fence surrounding the circuit there were the usual souvenir stores, clustered at the main grandstands. There were stores for most of the teams, sponsors and the event merchandise itself. The

continued on page 18



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Skilled negotiator, Ephraim Dobbins

thing that was interesting was that the vendors outside the circuit were doing a massive business selling “through the fence.” Most things could be passed through the fence and larger items went over it. These vendors were spread out at what seemed 6-10 foot intervals around the circuit and were well organized. For souvenirs you could get hats and flags for the major teams that seemed to be the genuine article, identical to what was at the manufacturer stores at less than a tenth the price. The trade through the fence was extremely active for souvenirs as well as food and drink. It was very out in the open and there was no interest in the police and security personnel to intervene. Of course there was absolutely no one selling any gear that was event or local sponsor items. Those souvenirs were only sold at full retail in the circuit. It seemed that cutting into the sales of team sponsored souvenirs wasn’t a problem but you better not touch the organizer or local sponsor sales.

As the morning wore on and I did some shopping, both inside and outside

vendors, it was clear that having one of my company’s local employees with me was extremely helpful both in terms of getting some info and dickering with the fence vendors. While everything at the inside stores had a fixed price the fence vendors required a significant and heated amount of negotia-

tion. My tip for anyone that is in a similar circumstance is to go to a vendor that looks most likely to be a college student looking to make a buck. They seemed to be quick to cut to the price they wanted without much back and forth. The other thing that started to become clear was that the vendors anticipated a lot of Ferrari fans showing up and there weren’t. Last year was apparently a sea of red as the locals adopted Ferrari in a large majority. As the tides turned this year so did their allegiances but the souvenir vendors didn’t follow this. The Renault gear was selling very quickly, McClaren was somewhat popular and there were a lot of red hats piling up. By the time the race started you pretty much could not find a Renault hat anywhere.

The race, and preliminary events, were somewhat uneventful. The Carrera Cup race was held about three hours before the F1 race and was pretty boring from where I sat. I didn’t see any passing and the leader quickly pulled away and never looked back. The race itself seemed pretty short as well.



The F1 race started with a bang as Michael Schumacher managed to collide with the Minardi of Albers in front of me as they were coming out of the pit to form up on the grid a full half hour before they would be sent out on the formation lap. Even after watching Tivo'ed replays I can't figure out how it happened. Schumacher was weaving hard back and forth and slammed into Albers but what was he weaving for? He was going to be parked on the starting grid for half an hour and any heat he put in the tires would be long gone.

One thing I was struck by from my seat in the stands was how truly poorly the Ferrari was going. Watching the qualifying on TV it looked from the segment times that they had set the car up for straight line speed. Sitting at the track on the day of the race it was clear the Ferrari had massive understeer at the hairpin turn I was at. Every car except theirs could hook down to the apex but the Ferrari plowed way out into the turn. After maybe ten laps they seemed to be able to get it to turn in better but until then the car looked awful. The other thing was that Schumacher had to start at the back in his

T-car due to his earlier collision and I expected to see him move up pretty quick into at least the top half. He couldn't move up at all and seemed unable to even reel in the Jordan ahead of him. It was surprising to see him stuck many car lengths behind the Jordan lap after lap making up no ground especially since they were both on Bridgestones.

After watching the Ferrari team scramble for half an hour to get a T-car ready the race got underway and Alonso just charged out. Fisichella was just fast enough that he didn't appear to be holding up the McClaren's but Alonso was pulling out at a second a lap. For about half the race, until Montoya retired, it was interesting to see if the McClarens could jump Fisichella and put the Constructors championship up for grabs. Once Montoya retired the only question was whether the Renaults would break. They didn't and it was their year.

All in all it was a great experience to get to China and see this event, especially as it was the book end race to my trip to Australia in March.



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Next Month!

From my friends in the Ferrari Club, a great primer on selecting and buying a garage lift!

Contributions are always welcome at the *Northlander*. Suggestions and submissions are welcome*

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Bill Kallgren
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CONTRIBUTORS OF THE YEAR

By: Bill Kallgren - Editor

At the 2005 Annual Banquet, the staff of the *Northlander* were pleased to announce our inaugural Contributor Of the Year Awards for excellence in submissions to the newsletter. A team of expert judges were gathered to review the submissions over the past year and we are happy to announce the 2005 *Northlander* Contributor of the Year Awards.

Porsche History – For excellence in historical submissions. Unfortunately we didn't receive any submissions in this category.

Porsche Technology – For excellence in technical submissions. This turned out to be a light category for the competition. The winner with a unanimous vote of our highly regarded judges was Jack Saunders. "Let's Talk Torque" appeared in the June edition of the newsletter.

Porsche Photography – For excellence in photographic submissions. The *Northlander* received over twelve submissions in this category. Farthest abroad was Ephriam Dobbins with a great set of shots from the F1 race in Melbourne Australia however we move closer to home to find our winner.

The overwhelming winner in this category was Judy Hendrickson whose submissions include a series of photos from the Ralph Lauren Car exhibit which appeared in our June edition. A strong follow-up appeared in our August edition featuring vintage race cars from the Hershey Parade. The coup de grace appeared in our September edition with a series of photos of Judy's excellent 356 restoration.

The Literate Porschephile – For excellence in fiction and storytelling. We had almost twenty entries in this most hotly contested category including Steve Carpenter's "Blue Ridge Parkway" adventure, Vic Oliver's story of a concours obsession and Jeff Breuwer's recounting of his first autocross. My personal hands down vote in this category was John Killon's "Dear Hazy, Mein Hanzy," however our board of judges hotly discussed and reviewed the submissions and ultimately it was the Jackson Family's submission "One with the Machine" winning our inaugural award for the Literate Porschephile. This story appeared in our August Edition of the *Northlander* and is an excellent recounting of the family's first trip to a Porsche Parade. Congratulations!



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By: Edgar Broadhead - Safety Chair



The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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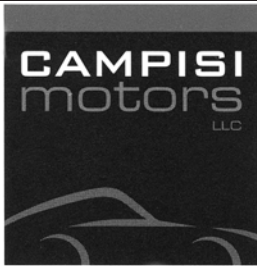
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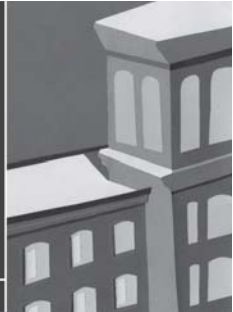


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