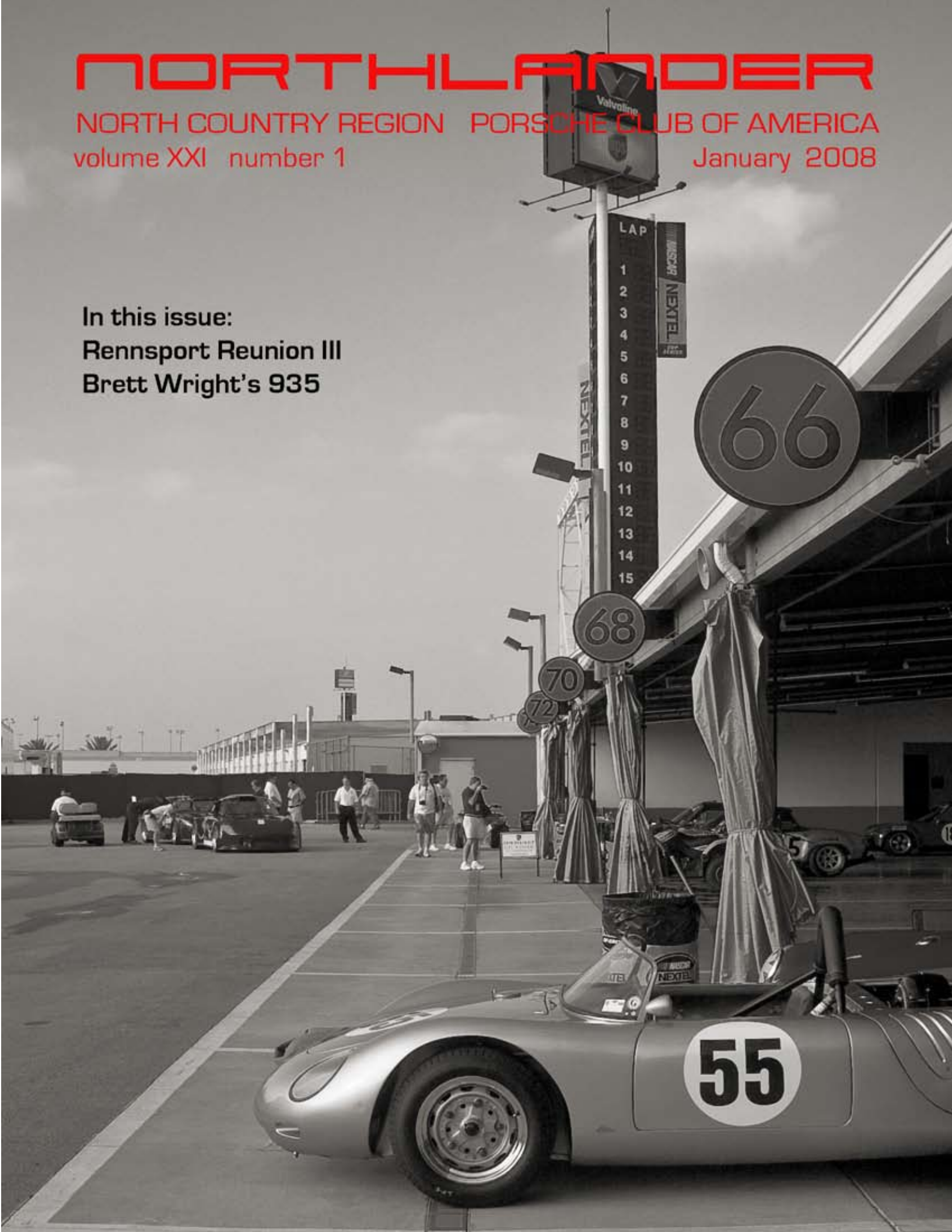


NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXI number 1 January 2008

In this issue:
Rennsport Reunion III
Brett Wright's 935





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NORTHLANDER

North Country Region
Volume XXI Number 1

Porsche Club of America
January 2008

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Statement of Policy

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

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Cover
Rennsport
Reunion III,
Daytona

David Churcher

Photo credits:

Photo credits are noted on the pages with the photographs

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The calendar shown on this page is tentative and subject to revision at the January 2008 Board/Planning meeting. The original date for the Planning Meeting was set for December 16, 2007 ... which you might recall was a day blotted out by a big snow storm.

JANUARY AT A GLANCE

Date	Event Information	Contact
Jan 12	Tech Session 1 Maintenance Schedule Variations, Talbot Motors, Dover, NH	tech@ncr-pca.org
Jan 27	Yankee Swap, Johnson's Restaurant, Northwood	social@ncr-pca.org
Feb 9	Tech Session 2 PCA Tech Chair Speaker (TBD), Porsche of Stratham, Stratham, NH	tech@ncr-pca.org
Feb 23	Tech Session 3 Timing Belt Change-out, Sportscar Workshop, Kennebunk, ME	tech@ncr-pca.org
Mar 1	Zone 1 Tech Tactics, FarnbacherLoles, Danbury CT	
Mar 29	Tech Session 4 Meredith Harley-Davidson shop tour, Meredith NH	tech@ncr-pca.org
Apr 12	Tech Session 5 Precision Imports: OBD II, Manchester NH	tech@ncr-pca.org
Apr 30, May 1	Driver Education 1, NHIS, Loudon NH	driver-ed@ncr-pca.org
May 4	Spring Rally, TBD	rally@ncr-pca.org
May 16, 17, 18	Zone 1 Concours & Rally – Corning NY	
May 24	Autocross # 1, Devens, Ayer MA	autocross@ncr-pca.org
June 21	Autocross # 2, Devens, Ayer MA	autocross@ncr-pca.org
July 19	Autocross # 3, Devens, Ayer MA	autocross@ncr-pca.org
Aug 15, 16, 17	Driver Education 2, NHIS, Loudon NH	driver-ed@ncr-pca.org
Aug 17	Autocross # 4, Devens, Ayer MA	autocross@ncr-pca.org
Sept 14	Autocross # 5, Devens, Ayer MA	autocross@ncr-pca.org
Oct 11, 12	Oktoberfest, Gilford, NH, Gunstock Mountain Resort	
Oct 13, 14	Driver Education 3, NHIS, Loudon, NH	driver-ed@ncr-pca.org
Nov 9	Annual Banquet (30 yr celebration), TBD	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



David Churcher



Sometimes the alternative covers are hard to leave alone. This one was our second choice.

As I sit down to write this column I must reflect on the thought that this time last week I was flying back from my weekend at Rennsport Reunion III in Daytona. And, last night was our 2007 NCR Banquet. All this sentiment, to a middle aged person such as me, can be a bit much. But it is also a lot of pleasure. It is nice to be middle aged in 2008 and be a Porsche enthusiast to boot. If you are a photographer too ... all the better. And if you like Australian wine ... more better.

But back to the cars and the Rennsport. I want to keep most of my thoughts and words on Rennsport for the article which will run in this issue of *Northlander*. Here I must write a few lines, even if I repeat them later, just to share the immediate rush.

Rennsport Reunion III was just incredible. It was beyond expectations. It was "uber uber". Can Rennsport IV do it again? I expect they will.

I arrived at the Speedway on Friday morning bright and early. About 7:15 AM. I drove the rented KIA SUV (not a Porsche) to the parking lot, ate my granola, sipped some water ... and heard the nearby sounds of flat fours revving up. So I switched on the Nikons and headed in the direction of the noise. It was the staging area for the first event. There I found a 1960's scene of 356 Porsches, people sipping coffee, a very relaxed atmosphere ... and some incredible sights.

Years ago (many years ago) I admired a Porsche special called the Dolphin. I collected the articles on it. The designer was way ahead of his time and even a bit ahead of the Porsche factory. Ken Miles drove this car to the point the Porsche factory (in a bad moment, I am sure) said: "get rid of it!" And there it was ... looking at me ... a blast from the past at 7:30 AM.

The Brit gentleman driving the car seemed not to mind my Aus accent but my questions (was this *the* Dolphin Ken Miles drove ... etc.) were lost on him. The name "Ken Miles" did not provoke even

a blink. He replied: "This car is from San Diego." ... not what I expected from an enthusiast about my age.

I moved on in to the day to find most of the people there were "about my age" and clearly having a blast. The drivers of all those wonderful cars ... seemed to be "about my age". I bumped in to Mark Nadler who seemed surprised to find me there and then suddenly realized where we both came from ... he said: "This place scares me ... it is too much ..." And I had to ask: "Because it is what we grew up with, our era ... ?" "Yes!"

All this nostalgia. Will it ruin the future? More on this in my article to follow. For the moment let me and my age group colleagues state the following: "we have been very very lucky to live thru an era of motor sport like no other. The ALMS cars of today will no doubt become classic too. But to have been alive and aware in the days of the RSK, 917, the 956 and 962 ... precious!"

The nostalgia theme is alive and growing. While at Rennsport I was impressed by the books available ... check out David Bull Publishing. And the magazines ... check out *Vintage Racecar*, and *Vintage Motorsport*. Wonderful stuff. Wonderful photographs.

Even though we now live in a digital age some of us "older photographers" pine for the old films of the 1960s. Guess what. I just found a program which will let me turn my Nikon digital files in to a film of years ago ... Ektachrome, Kodachrome, HP5, Agfa Scala. Wow. The wow factor is also uber! See the cover of this issue ... made in 2007 ... with a hint of the good old days.

I must finish up here. Time to go to the locker and pull out the Durst enlarger, the negatives from the 60's, some Ilford paper, some Dektol, and block off the kitchen and print ... once again.

David



Miriam Dunster

Happy New Year!

I would like to introduce you to your 2008 Board and chair members, for another year you have elected Ivy Leonard as Vice President, Pete Petersen as Treasurer, Paul Tallo as Secretary, and myself as President. NCR remaining board members are chair positions which are appointed by the President; NCR has the opportunity to have a number of our 2007 chairs agree to continue in their positions for another year. Let me introduce you to the remaining members of the NCR Board; Janet Leach serving another year as Past President, Lisa Roche as Membership and co-Concours chair, David Churcher and Tracey Levasseur co-Editors of Northlander, Dick Demaine as Webmaster, Joe Kraetsch as Autocross chair, Paul Tallo as Charity chair, Paul Frucci as Driver Education chair, Don Johnson as Rally chair, Judy Hendrickson as co-Concours chair, Ivy Leonard and Steve Robbins sharing the Social chair, Matt Romanowski as Advertising chair, Edgar and Nancy Broadhead as Senior Advisors, along with our Safety committee of Edgar Broadhead, Jim Gratton and Mark Nadler. This year I am happy to introduce a new face to the board; Jack Saunders has agreed to serve as Tech Chair. You will see in this edition and through future mailings that Jack has been very busy creating our 2008 Tech Session schedule since he agreed to serve NCR in this capacity. I hope you all welcome everyone to these positions. If you have any questions or comments regarding the club activities or policies you can directly communicate with any of these members through the website links found under the board page at www.ncr-pca.org.

Don't forget to setup www.ncr-pca.org as a favorite in your web browser and check it for updates to the calendar as well. We hope that each and everyone one of you will find something in our 2008 calendar that will interest you and that you will come out and meet us personally. The calendar is coming together, as I write this column we have five tech sessions scheduled, five autocross events with hopes we can secure another event at NHIS this year. The Driver Education committee has been working this off season to diversify the track selections for our club members interested in this activity. We are partnering to promote events with other Zone 1 Regions outside of New Hampshire. There should be enough track diversity within the Driver Education calendar of events to meet any driver's specific needs. The only restriction you might have is getting the time off from your job or business to attend all the days you want to attend. Of course for those that like the less competitive side of driving we will be holding our Yankee Swap, Ice Cream socials, dinners, Gimmick rallies or tours, along with another trip to the Balsams in the fall.

The calendar looks to be diversified so we encourage all our members to come out and meet each other while enjoying these great cars.

Here's to a great year of Porsches and People!

Miriam



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USED

'01 Boxster	Meridien/Black	U36291	\$19,900
'04 Carrera 4S CAB	Carrara White/Graphite	U03658	\$68,900
'04 Carrera CPE	Arctic Silver/Black	P80561	\$52,900
'06 Cayman S	Guards Red/Black	A81541	\$48,900
'01 Carrera CAB	Arctic Silver/Black	U3669	\$38,900

NEW

'07 Cayman S	Black/Sand Beige	P7022	\$52,460
'07 Cayman S	Arctic Silver/Black	P7023	\$53,245
'07 Cayman	Carrara White/Stone Grey	P7038	\$42,690
'07 Carrera S	Midnight Blue/Stone Grey	P7018 (Demo)	\$81,900
'07 Carrera S	Meteor Grey/Black	P7106 (Demo)	\$83,500
'08 Boxster	Midnight Blue/Sand Beige	P8042	\$52,985



Lisa Roche

New Members:

Melanie M. Bell
Kevin Barry
Newbury, NH – 2003 Boxster

Norman R. Bickford
Russell Bickford
Monsey, NY – 1986 944

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

Kenneth Harvey
Merrimack, NH – 2002 Boxster S

Dean E. Miller
Fitchburg, MA – 2003 911

Craig Parker
Bryan Parker
Pelham, NH – 2000 ?

Ronald B. Resnick
Concord, NH – 2006 911

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

Ronald A. Wilbur
Concord, NH – 2007 Cayman

Member Anniversaries:

1 Year:

Randy Arnott
Mont Vernon, NH – 2007 Cayman S

Donald Brehm
Jill Brehm
Spofford, NH – 1983 911SC

Patrick Caron
Hampton, NH – 1996 993C2
Oliver B. Coolidge
West Ossipee, NH - 1987 911

Grant J. Guilbeault
Stratham, NH – 1995 993

Mason Klinck
Fitzwilliam, NH – 2000 911

Christopher Root
Nashua, NH – 1997 Boxster

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

Jason R. Tucker
Hudson, NH – 2003 911

2 Years:

Richard Garvey
Paula Garvey
Amherst, NH – 2003 Boxster S

Jerry Prial
Kellie Prial
Rye, NH – 1990 911

Chris Trider
Nicole Trider
Concord, NH – 1987 911

Mark W. Watson
Bedford, NH - ?

5 Years:

Scott Eggimann
Lisa Gosselin
Groton, MA – 2005 911S

Lawrence P. Smith
Donna M. Smith
Eliot, ME – 1973 911

10 Years:

Miriam Dunster
Newmarket, NH – 1987 944

Albert P. Halle
Manchester, NH – 1998 Boxster

Frank G. Johns
Elizabeth Johns
Enfield, NH – 1982 911

15 Years:

Peter M. Gerbino
Debi Gerbino
Merrimack, NH – 1987 944T

Richard C. Osofsky
Kieu Osofsky
Nashua, NH – 1996 993

Sidney R. Wilde
Hali M. Wilde
Ft. Lauderdale, FL – 1954 356

20 Years:

Harry D. Robinson
Kathleen M. Robinson
Barrington, NH – 1987 924S

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



Joe Kraetsch

AUTOCROSS

2007 summary

NCR Autocross #5—August 12.

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

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

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

FTD and today Mike Moushen graduated from the Novice class with an impressive win. Ollie Lucier provided entertainment for the day by screeching his way through the slaloms with his \$100 1993 Pontiac Bonneville. Rumor has it that this may be a demolition derby car...or a limo. I would like to thank Miguelangel Aponte Rios and Pangaea Films for sponsoring this event. Please visit www.pangaeafilms.com to learn more about Pangaea Films and some of the wonderful work they have done.

NCR Autocross 2007 Season Summary

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

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

Congratulations to the 2007 Class Champions. The class champions are determined by a point system. To be eligible for a class championship, a driver had to participate in at least four of the six events in that class. The final points are taken from each driver's five best finishes. Class 7 resulted in a points tie between Chris Jacques and Greg Osche but Chris wins because he has more first place finishes. Jack Saunders managed a respectable second place finish in Class P4 just three points behind first place. The point totals and standings are available on our website.

2007 Class Champions

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

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

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

I would like to thank several people for helping to make the season so successful. Thanks to Ed Broadhead for managing the equipment and keeping us safe. Thanks to Lisa Roche, Miriam Dunster and Judy Hendrickson for handling registration. Thanks to Kevin Bobbitt for setting up the timing even when he couldn't participate. Thanks to Kevin, Lisa, Miriam and Judy for the handling timing and scoring during the events. Thanks to Chris Darminio, John Mac Donald, Chang Ho Kim, Ron Mann and Mark Schnoerr for some great courses. Thanks to Mark Schnoerr for a great job as Novice Captain and Chief Instructor. Thanks to Christine Skaubitis for always being there to work the early shift at the gate. Thanks to Georges Rouhart, Neil Halbert, George Skaubitis and John MacDonald for working the tech line and filling in other work assignments when needed. Thanks to everyone else who pitched in to help when needed, especially Barb Jacques and Nicole Halbert for repeatedly helping out when needed even though they weren't competing. Thanks to David Churcher for his great photography. A huge thanks to Lisa for all her help getting ready for the events and keeping me organized. Finally, and certainly not least, many thanks to Steve Berry at Gravity Performance and Miguelangel Aponte Rios at Pangaea Films for sponsoring events.

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

Have a great off-season and we hope to see you in the spring!



Above photographs from our last AutoCross for 2007 by David Churcher



Judy Hendrickson

LOOKING BACK

We conclude our look back through the Northlanders over the past 29 years, looking at that first year (1978) and every 10th year:

30 Years Ago (Volume 1, Number 12) December 1978

The December issue was packed full of thank yous. Thank yous to the board member and other volunteers who helped make the Region's first year a success. Thank yous to the long list of folks at Pease AFB that helped make the autocross season there possible. (Remember it was an active Strategic Air Command/B-52 Base back then.) There was also an apology from the Editor, Jim Smith, seems the Northlander was starting to be late in arriving. Some things are all too familiar.

In addition to the Region Board meeting minutes, there was also a report on the fall Zone 1 President's meeting. It was held at Balantyre Castle in Lenox, MA. From the report, attendees were even harder partiers than the current crop of Zone 1 leadership. Something about Niagara Region and singing in four part harmony at 2am and 3am in their pajamas. There was discussion about Zone 1 trying to bid for the 1981 Parade. Apparently they were first trying for a site near Niagara Falls but that fell through and they were now looking at using some of the dorms at Cornell for a real low cost Parade, but with the attraction of Watkins Glen for the driving event. Too bad it never happened. It would be 1994 (Lake Placid)

before Zone 1 hosted its first and, so far, only Parade. There have been Regions in Zone 1 who've hosted Parades, but only one where the Zone was the host. Dates for the 5th Zone 1 at Watkins Glen were announced, June 23 & 24 for a whopping fee of \$35 per driver. Makes you realize just how much things have increased in cost.

The Region ended the year with a Treasury balance of \$274.18. The full membership roster was published, revealing 36 memberships representing 60 folks.

I checked the current roster to see which of those first 60 members were still members of the Region. Besides myself the following North Country members from 1978 are still with us (and a few are still very active): Ed and Nancy Broadhead, Barry & Flora Bush, Richard Currier, Michael Grishman and Glenn Mueller.

20 Years Ago

There was no December issue in 1987. In fact, the only issues were a January and March issue. I guess the region was having some problems at the 10-year point.

10 Years Ago (Volume 20, Number 7 November/December 1997)

See the November 2007 issue of Northlander for coverage of this issue.

For 2008, instead of a recap of each month's issues 10, 20 and 30 years back we will be selecting an article of interest from a past issue and reprinting it.



ANNUAL YANKEE SWAP

JANUARY 27

AT JOHNSON'S RESTAURANT

NORTHWOOD, NH

DETAILS, DIRECTIONS, AND THE RULES, ALL IN
AN E-MAIL
COMING SOON



Paul Frucci

Our events at Calabogie, Mont Tremblant, Watkins Glen, and Lime Rock were very well attended by the NCR traveling faithful. "Camp NCR" traveled well in 2007 ...

The 2007 DE season is officially over for NCR. And a great one it was!

The NCR season finale, "Spring is a Long Time Coming" was a great success. We were just about completely sold out, it was safe, the weather was great, and in the novice run groups we had to turn some drivers away. What was interesting is how many "never evers" we had for an event so late in the season. I think we "hooked" a few for next year based on the feedback I received after the event.

We started out this year saying that this would be the season that we would "spread our wings" and provide opportunities for our DE enthusiasts to experience different track venues aside from our home track at NHIS. Our events at Calabogie, Mont Tremblant, Watkins Glen, and Lime Rock were very well attended by the NCR traveling faithful. "Camp NCR" traveled well in 2007 and I have to say that while the driving at these varied tracks was fabulous, what was even better is the camaraderie that was enjoyed both at the track and off the track. A lot of us got to know each other much better and great friendships were forged and deepened. It reinforced the notion that it's not just about the cars; it's about the great people we get to hang out with, and drink with. After the track is cold, of course. ☺

I hope we can get more of you to join us on the road, as we revisit these same venues next year, plus hopefully add the new Thunderbolt Raceway in New Jersey. I hope to be able to share our complete schedule with you in our next DE update.

As I write this, our Annual Banquet and 30th Anniversary party took place couple of days ago on the campus of UNH. A great time was had by all, and our "DE Enthusiasts of the Year" award was presented to Toni and Lew Surdam. This was Toni and Lew's first full year driving with us (they got a taste for it in 2006), and their enthusiasm for DE was infectious. And they clearly are getting in deep, as I found out at the banquet that they just purchased a 993 (which I'm partial to) to share the garage with their 996 C4 Cab so they can have "his and

hers" Porsches at the track. The question is who gets the 993? Next, a two car hauler and a pick up! A model DE couple. Congratulations Toni and Lew!

Before wrapping up this update, I'd like to take a moment to acknowledge and thank the DE Committee for their tremendous efforts in supporting the 2007 DE season:

Bob Pickul, DE Co Chair and Manager of Track Operations

Lisa Roche, our on site registrar (and recipient of the NCR Enthusiast of the Year Award for 2007!) who is always the first one at the track so we can register when we get there!

John Lussier and Fred Bussiere, who ran scheduling and control with frightening efficiency

Bob Tucker, our fabulous Chief Instructor

Pete Petersen, who minded the financial store for us as Treasurer

Edgar Broadhead, our Safety Chair and Chief Steward (aka Curmudgeon) along with Mark Nadler.

Thank you all for a great season!

For 2008, we have a few changes and additions:

Bob Pickul is "retiring" as co-chair so he can drive now that he finally has his car together! A huge thank you is owed to Bob for his dedication to the DE program over the years.

John Lussier will take over as Registrar from me in 2008.

Steve Gratton, our 2007 Instructor of the Year, will be our Chief Instructor as Bob Tucker completes his two-year tenure as Chief Instructor. Thanks for doing a great job Bob!

Mark Watson will be joining the team and co-managing track operations along with Fred Bussiere.

I look forward to working with this great team again in 2008!

That's it for now. As always, please email your feedback to us at de@ncr-pca.org.

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RENNSPORT REUNION III DAYTONA NOVEMBER 2 ~ 4, 2007

David Churcher
Mark Nadler
Tom Sheehan



*Rennsport Reunion III
Just the ticket!*



Above:

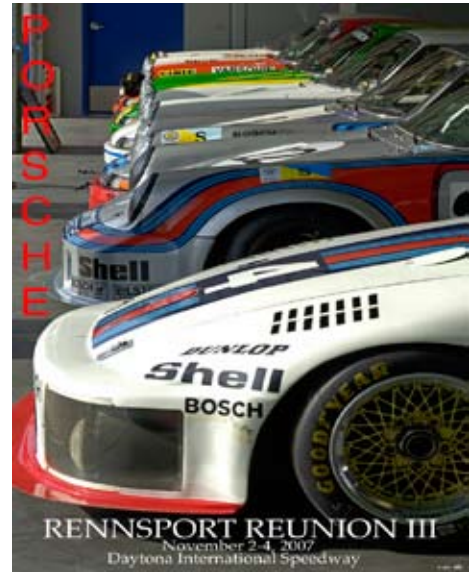
Tom at speed caught by International Sports Photography and leaving for the track caught by Rhonda Sheehan

It is not all about the cars. It is also the people. Perhaps we Porsche people tend to over use and paraphrase that little piece. I am not sure who originated the phrase but it does go back a long way in PCA. It is as true today as it was when first coined.

Rennsport Reunion III was no doubt a visual feast and a display of 60's and 70's technology like nothing the world has seen before. More 917's in one place than ever before. Probably more RSK's, 956 and 962's, than ever in one place. And if you look closely at the photo of Mike Amalfitano you will see the gentleman with the camera has a 70's vintage camera. It was all so period. Even down to the details such as photographers were allowed to go virtually any where other than on the track. We were allowed in the hot pits but not allowed to sit on the wall. A few of us glanced at each other and asked: "is this for real?" It was.

Photographers. A strange bunch of people. They shoot hundreds of photos, spend hours culling out the almost good shots and ending up with the "selects" to ponder over for a few more days. And what do they do then? They invite each other over to view the results and relive the events. In the case of Don Osborne and myself I parsed thru 900 shots, Don about the same, then we sat by the fire at Don and Sandy's house, sipped wine, and did the Ooo Ahh thing over our shots. That poster on the right of this page...you might think is made by a famous photographer for Rennsport but it is actually the work of Don, made for the 356 Club. There is also a series of Don's photos with this article. I do wish for a bigger *Northlander* ... just to show more.

As I was preparing this issue I had a nice surprise e-mail. Ted Shaw dropped a line



Above:

Don Osborne's poster

and

vintage Porsche transporter compared to a more contemporary method as seen by David Churcher

to say he and Lesia had been to Daytona and they had some photos to share if we were interested. Interested...oh, yes please. And Rhonda Sheehan recorded events around Tom and Mark. *Northlander* has a bumper crop of photographs for this issue. I am so tempted to expand this issue...Rennsport would be worth it.

Northlander's editors want to make a special note of thanks here to the photographers and writers for their contributions on Rennsport. It is, you see, not just the cars.

From Mark Nadler:

Tom Sheehan and I decided -- well, he decided -- to go to the Rennsport reunion last month. Knowing that such a high-speed track would impose different issues than tracks we are used to I researched some and took Tom's car in to go over things. We changed the alignment to hopefully work at the speeds we felt we might get in Florida. These require much different settings than one would use at NHIS or LRP. Lacking experience at Daytona it was at best a slightly educated guess. So, after taking care of things we loaded up and headed off.

Arrived at the track Thursday afternoon to find it wet and chilly -- not exactly what I'd hoped for. Perusing our assigned parking area we decided on the driest spot. We found we were correct in our lay of the land -- the nasty fire ants knew that to be the dry spot as well. Do NOT mess with fire ants though I give them credit for their civil engineering skills. So we dropped the trailer, set up the canopy and left for the hotel.

Friday morning we arrived bright and early awaiting Tom's first session. Tom's initial discovery was that all the gauges immediately started popping out of the dash. Failure on my part to duct tape the fresh air intake in front of the windshield. On to session two. Tried a different set of tires, bad plan since times went off two seconds over the checkout laps earlier. Then another high speed problem reared up: the windshield tried to come into the car. By this time Damon Jose from Series

900 has appeared and assisted us with adding reinforcement to the windshield support. This brought the end of our day for Friday driving-wise, so we went off to look at some of the amazing cars that were there. That's when we discovered Mr Churcher -- one cannot hide anywhere from that man!

Saturday we again had two sessions, 20 minutes which is not a lot of laps at two minutes plus per. We made some shock adjustments after the first to resolve some handling issues though Tom's times we improving a couple seconds every time he went out. We also discovered, and it shouldn't have been a surprise, that we were out of gear. Tom was going into turn one at 8200 rpm in fifth-we will know next time. Spent some time between sessions going around trying to determine better lines on some corners since Tom, as he should, had discovered the limit at one and had a spin. I would have been disappointed had he not! By the end of the day we were feeling pretty good about things and had a pleasant visit from the illustrious Ellen Beck who of course we provided a Gin and Tonic to. Tom's wife Rhonda and friend Trish also joined us.

From the top:

7:30 AM Friday morning ... flat fours revving up, and, the absolutely marvelous Dolphin. The 917 ... timeless. And below a 906 looking as new and pristine as the day it left Porsche's shop. Photographs on this page by David Churcher.





David Churcher gives the digital Nikon a little help with software to produce a vintage look to these vintage Porsches.

Once again we went off to check out some cars there. It's amazing to see so many 962s 904/6/7/8s even a 910? (twelve cylinder car that did not run but...) and of course the 917/30. I was able to spend some time with the great and powerful wizard Peter Dawe. This may be a familiar name to some of you. He is such a free thinker and I am honored to be able to do some work with him on his new head design.

Sunday came and we arrived ready, well as ready as one can be at a new track to qualify. There were 58 cars in the run group but Tom was not happy with his effort. He felt he hadn't gotten a clean lap but was 19th in the field. We discovered later that that time would have put him on pole for an earlier PCA club race there. But there are some very serious players at this event. After checking the car over again Tom started the race and moved up to 15 in two laps and looked as though he could continue to progress decidedly having better power than many in front

of him. But sadly a thrust washer in the transmission broke and caused a missed shift resulting in some minor engine damage on the 5th lap. There was little point in continuing since we had lost some horsepower and didn't see a need to risk anything further happening to the car. An untimely end but afterwards none of us were terribly disappointed after having such a nice experience down there. I feel that we had at least a top ten or better car and driver and think that isn't bad for a first try...we WILL be back!

From Tom Sheehan:

Racing. Now here is a pastime for those wholovehighhighsandlowlows.Asmuch life and time an individual can commit in preparation is he/she ever prepared for the race? One person, no way. Three to four now you are getting warm.

All of us who have ever wrenched on our

cars have marveled at the way they are built. At one time or another all have wondered. There is so much to know, how do I get from where I am in terms of car knowledge (or whatever your fetish) to the likes of the people who we read about in *Pano* and Daytona 24 hour race results?

Well that's the question I ask myself. The answer for me has been: get your hands dirty, find people who share your passion, work together and share what you know and find people to answer the questions for the stuff you want to know.

The first part is easy. I got my hands dirty. Andy Sanborn, Laurie Sanborn and I spent the entire winter of 06-07 working on the transformation of three race cars into machines with: a common paint job, common drive trains, common suspensions and a common goal. We were going to Rennsport III at Daytona international speedway to celebrate our cars with people who understand.

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The second part was also easy for me. Share what you know. Regarding Porsche my knowledge is pretty basic. Gas on the right slow pedal in the middle and wave your foot over the one on the left. (I have heard this will bring you luck) the rest of what I know falls into the general category of brute force and ignorance.

The third part is what brings me back. To me the third part is the key. Find the people who know what you want to know. For me the role of the third part is filled by many people, some active in the club some not. None fill that role better than Mark Nadler.

If you love Porsche and live in the circulation of the *Northlander* then you have seen the EXOTECH ad "let our experience help you." I took Mark up on his ad. For the last three years Mark has helped me with every aspect of preparation for the track and the street for both my Porsche 911 cars.

The race season has a level of attrition in any series that by chance or bad luck even the best prepared fall short of the goals set out at the start of a season. The key if you love racing is the experience, the ride if you will. How did I get here?

With the Local SCCA seasons close the level of attrition had hit its high water mark. Dobbins, Fail, Sanborn, Sanborn had all suffered the misfortune of physically/mechanically being prohibited from racing their beloved Porsche. The continuum of time would continue and the space left to fill the mechanical void was smaller then the hours it would take to get to the goals whatever they were. Their wheels would not turn in time. Time won. Or did it?



Photos at right are from the fabulous collection of shots by Don Osborne



My trip to Daytona to celebrate Rennsport Reunion III was the fitting end to a fun filled season of highs and lows. It was a well-run event. A must go to if you love these cars. A chance to bump into in a very relaxed environment the likes of Brian Redman, Patrick Long, Hurley Haywood and a cast of support that makes you really move the bar up if you have ever dreamed of preparing a racecar for competition.

Racing is a sickness for which the cure is unknown. The first step to coping with such an ailment is to surround yourself with people who are also afflicted with a similar condition so you can support each other. Well that's Rennsport Reunion, every three years people with active and remissive forms of racing get together. I had the pleasure of doing it in the great company of Mark Nadler.

See you at the track
Tom Sheehan



Rhonda Sheehan took these four shots of Mark and Tom preparing for the track session.



Above:

Mark Nadler tried to escape the photographer but was too slow.

Mike Amalfitano was at Rennsport with part of his collection ... btw note that vintage camera.

Above photographs by David Churcher

Right:

A photo by International Sports Photography given to Tom ... note the depression in the hood on the right side caused by the air pressure.





The photographs on this page are by Lesia Shaw. From the top down: Long shadows late in the day from photographers admiring Porsches from the early 70's and present day, the flat 16 engine Porsche developed but did not race ... it was surpassed by the turbo 917; the Pink Pig ... and they say Germans do not have humor.

IT'S THE PEOPLE, THE CARS, AND A 935

Brett Wright

In late September, Dennis and Pat delivered the car and trailer to Mt. Holly preceding a two-week east coast vacation they had planned around our October DE event ...

With less than a minute to go on an eBay auction late on an August evening, I was nervously placing a bid on a yellow 935 – a bid I was sure would be the high bid for what my instincts believed was something special.

Flashback to 5 years ago: As I was preparing to leave a parking lot in my black Boxster, John Rahill and I quickly found common ground for a conversation - his passion and my lifelong connection with track driving. John promised to send me some NCR club information and explained the DE event structure. You see, with 6 years of ¼ midget racing as a youngster in Ohio (circa 1955 – 1961) and 3 years of dirt track stock car racing in Vermont and New York (circa 1990 – 1993), I was smitten with the prospect of legally challenging myself with the capabilities of the Boxster. I joined NCR immediately and anxiously awaited my first track event in the spring of 2004.

Now, after 4 years and nearly 30 DE events in my original Boxster and then a BoxsterS replacement, I was on the precipice of the slippery slope. Do I invest in more radical modifications to my 2001 BoxsterS, for better track behavior at the expense of street comfort, or do I consider a dedicated track car or maybe a vintage racecar? I had been following vintage racing through subscriptions, but I did not have any feeling how the social aspects of vintage events would stack up to our DE group.

Although my partner Sandy has no interest in track events of any shape or form, she had developed a bond with the BoxsterS while attending golf tournaments sponsored by her bank and other opportunities to look and feel good in a way that only a Porsche can deliver (it's not just a man thing). She hated the Recaro seat, the funny things

on the pedals, the short shifter and saw no particular use for the mounted fire extinguisher, so I was having a hard time thinking about how I could explain away expensive suspension modifications that would make the car noticeably harsh for street use.

And then, as if heaven sent, opportunity presented itself. You see, Sandy had been working me over for a commitment to renovate what I thought was a perfectly good kitchen for over a year. For a time, I held up but I could sense that I was losing ground at an increasingly concerning pace. Given the circumstances, there was nothing left to do but negotiate for the best possible outcome. I caved to the kitchen renovation under the condition that I was allowed to obtain a racecar or dedicated track car. It was perfect! She had lusted for the kitchen renovation to the point she had softened to making a deal. One last chess move, she insisted we keep the BoxsterS. OK with me, how could I go wrong!

Now, armed with a hall pass, I was free to look around. Occasionally, I watched eBay for Porsche Track Cars and Vintage Race Cars and religiously thumbed to the back of related publications for similar cars for sale. Honestly, and this won't come as a surprise to those that know me, I had no real rudder. I was torn between the vintage race scene, which I knew little about and the PCA DE events. And then, as if by divine intervention (please don't laugh), I searched eBay for Porsche Race Cars for the very first time and there it was, a magnificent, freshly restored, yellow 935 from a private seller who had taken the time to completely describe the car and its history in a lengthy detailed and documented presentation including, rarely seen in eBay ads, a phone number for questions. I called Dennis Tholen in Reno, NV, told him what my experience



Brett and his dad in 1957 with the 1/4 midget racer relive that moment 50 years on but now with a Porsche 935. Photo by Dennis Tholen as they rolled the car off the trailer. Bottom photo by George Wright as Brett heads to the track



was and asked him if he thought the car would be appropriate. It was obvious that Dennis was something special from those very early conversations regarding the car. He had as many questions for me as I had for him. In some ways, I felt I was being interviewed for an important position in his firm through a series of trick questions with no right and wrong answers, but thoughtful response considered for evaluation. No high-pressure sales, just honest representation of a car he had owned and developed over a period of 27 years. I quickly realized that Dennis, who was now 62 and retired, was selling a car he was looking for a deserving home, for a car that had been part of his family for a long long time.

A little history, the 935 Porsche was developed under the direction of Norbert Singer, Porsche's Manager of Racing Car Testing and Operations, in response to FIA regulations for Group 5 in 1977. The 935 was a very controversial design successfully stretching the interpretation of the rules which stated that the car had to look like the production car on which it was based (911) but the fenders were free. Norbert Singer pounced on this loosely worded rule and developed the 935 retaining the 911 doors and roofline, but sculpting the fenders and tail for aerodynamic advantage. An original 935 would be nearly priceless in today's market with so few race machines produced.

Dennis Tholen explained that his 935 was indeed currently a 1970 Model 911 with 935 fiberglass fenders, hood, doors and rear deck from AIR. The stock suspension points on the car have undergone radical structural modifications to accept a full coil over suspension. The engine is a relatively small 2.7 liter built from a 2.0 liter case and the transmission is an older type 901 5-speed all in the interest of economy of weight. The tire sizes are 10 inch by 16 inch front and 12 inch by 16 inch rear with the suspension currently set up for bias ply tires. Previously the car was configured as a 930 and raced professionally by Dennis in the IMSA series on the west coast in the early 1980s. After a few years of IMSA, Dennis's interest changed to a successful stint in PCA time trial events and the car was eventually reconfigured as a 935 to take advantage of the increased downforce. Dennis continually developed

the car over a long period of ownership, keeping careful records and trying every conceivable combination of suspension approach. He is also an accomplished engine builder, financially supporting his racing interest through the years by building engines for his and several other competitive cars.

The eBay auction did not reach the reserve price set for the car and enclosed hauler. I knew that was the case since Dennis, in his honest style, had indicated his reserve to me before the end of the auction. As a result of our exchange during the auction, Dennis contacted me regarding my continued interest. We negotiated a bit and he offered that he and his wife, Pat, would be willing to trailer the car across the country to me as part of the deal. One final check with my friends Bob Pickul and John Rahill for consultation (more like asking a pack of dogs if they would like to share in some steak scraps, I knew they would encourage me to proceed) and a deal was made.

In late September, Dennis and Pat delivered the car and trailer to Mt. Holly preceding a two-week east coast vacation they had planned around our October DE event. The next day was reserved for unloading the car and an 8-hour orientation. As the fenderless car was rolled off the trailer, my 82-year-old father, George, posed beside the car, reminiscent of a photo taken 50 years ago, beside our ¼ midget. He was hooked again and made sure that he set aside time to attend the upcoming DE event. The Tholen's returned to Mt. Holly and stayed with Sandy and me for 2 days preceding the October DE event. We spent one day touring the area and the final day on car orientation and preparation.

After much anticipation, the NHIS fall DE event time was here. Dennis had graciously agreed to support the #69 935 to complete the handoff and it was now up to me to orient myself with the car at speed and the differences from my BoxsterS were immediately apparent. At 2100 lbs and close to 300hp the acceleration was the first noticeable improvement. Most dramatic however, was the absolute flat cornering comfortable handling characteristic of the 935. Any anxiety I may have had regarding the entire deal was immediately

relieved by the pleasure of driving such a responsive car and the opportunity to have the benefit of so many years of Dennis's knowledge and experience at my disposal for two days. This is not to say that there were not more than a few miss shifts, all duly noted by the way, and plenty of learning curve relating to keeping the engine RPM in the happy zone. At the end of 2 days, with a 5 second lap time improvement from my previous track car (not officially timed!) I feel that I made progress but nowhere near reached the full potential of the car. That is a good thing, in my mind, as it gives me a challenge going forward which is essential to enjoyment and the primary reason for undertaking the responsibility of a dedicated track car. Best of all, my father stayed through both days of the DE event and thoroughly enjoyed himself while showing great interest in the car, the event and all he could absorb from the best previous owner anyone could ever ask for.

There was a definite hint of tears in Dennis Tholen's eyes as we exchanged our final goodbye at NHIS and he and his wife, Pat, began the journey back to Reno, NV.

So you can see the title of this article is not a cliché but rather based on a very positive history and experience with Porsche cars in general, a very special 935 and a new

... continued on page 25



Dennis insisted on a complete inspection and disassembly enough to ensure no small problems would grow in to big problems. Photographs by George Wright.



Dennis Tholen checks the tire pressures for Brett at a stop in the hot pits at NHIS



Brett enjoys his first laps at NHIS with the 935. Photos above by Dennis Tholen taken at turn 12 and on the main straight at NHIS. Dennis Tholen, the previous owner, delivered the car to NH and spent time at NHIS with Brett to make sure all was well.



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friendship. After returning from an epic trip, Dennis Tholen e-mailed me from Reno, NV with the following.

“Looking back at this last trip, I feel like I have lived a charmed journey. I’ve found a new friend and seen him experiencing the same fun that I have and that is to drive a race car really well and knowing that he has many years of new plateaus to reach of greater excitement with lots of challenges and gratifications. I saw a father and son relationship that if my father had lived past 53, I would have hoped would have been as good. I also had the opportunity to see a part of the country I live in through the eyes of a person who lives there and loves it. And most of all, I met someone who showed me how he is restoring history with new technology and knew that I would be very interested in seeing this. Thanks for so much—life is quite rewarding at times.

If you have any problems with the racecar, please call or e-mail and I will be very happy to help. ...

In closing, Thanks again for making this change in my life as easy as it could be.”



Entering the straight at NHIS ... Brett and George Wright all smiles after a great day ... photos by Dennis Tholen.

THE BALSAMS

WEEKEND GETAWAY

OCTOBER, 20 ~ 21, 2007

Janet Leach



NCR's Escape to the Balsams

When Ivy Leonard first suggested a ride to The Balsams in Dixville Notch for the fall, I got excited. John and I had been there for a long winter weekend with friends several years ago and on a couple of other occasions for dinner in the summer when my parents had their cottage in the Rangeley Lakes region. We knew that this was going to be a great destination for an overnight stay. So we circled the date on the calendar and crossed our fingers for clear weather for our trip. It didn't have to be warm; we just didn't want any rain! It did rain hard the night before, which caused us to leave the top up on the Boxster during the trip. We first met Judy, Miriam, Paul and Ivy at the Portsmouth Park 'n Ride. Our next stop was at McDonald's in Ossipee where we joined up with some of the Lakes Region members. Then it was up Route 16 to northern New Hampshire and The Balsams. We were pleasantly surprised that much of the road north of Gorham had been recently paved. From Errol, the road dramatically winds up through the Notch, then all of a sudden the road drops off and The Balsams appears before you. It is quite a sight to behold! It is called "The Switzerland of America;" the property encompasses over 15,000 acres, extending to the Canadian border.



All of a sudden the road drops off and The Balsams appears before you. It is quite a sight to behold! It is called "The Switzerland of America"

Photographs recording a very good time being had by all are from John Leach

After parking the car among the other Porsches, we entered the hotel lobby and were greeted by the friendly staff. The hotel has such a classic, elegant feel to it. We checked in and were given a listing of the day's events. I felt like we were on a cruise ship. We were shown to our room to settle in. One of the first things we noticed in our room was that there was no television. This is a place where you are encouraged to explore the property and socialize in the public rooms. The first decision was where to have lunch: the buffet in the dining room or order off the menu in The Tavern. We chose the Tavern and sat with some members of the group. The room had two HD TVs, and we knew that this is where we

were going to be spending the evening after dinner watching the Red Sox/Indians ALCS series.

Following lunch, we decided to do a little exploring. I didn't pack sneakers for the trip, but it would have been a good idea. The property has an extensive trail system for walking, hiking, biking, and in the winter, cross-country skiing (and downhill just a short drive from the property), snowshoeing and snowmobiling. John found some photo opportunities and we caught up with some NCR members. We walked together around the grounds. We found our "inner child" at the playground. Ivy displayed her athleticism, making her way across the monkey bars. The property has an outdoor pool which had been covered for the season, but the volleyball court was calling our names. Someone conveniently left a ball for our game. Although we were not of Olympic caliber, the competition was still intense. The game went into overtime to decide the victor.

The Hotel Mystery Tour was taking place at 3:00 p.m. from the lobby; nearly everyone in the group listened intently to Gary Armitage, Director of Sales and Marketing, our host for the event. We first went to the staff rooms in a building behind the hotel. Many stories were told about strange events reported by former guests and some were making comparisons to the hotel in Stephen King's *The Shining*. We were assured that there were no children riding around on tricycles yelling "Red Rum!" We stopped at one room that was rumored to be haunted. I stood behind Gary as he inserted his key so we could enter the room. As he opened the door, it abruptly closed, sending him flying back towards me. Shrieks rang out through the crowd; I think the loudest one came from me! Now I don't believe in ghosts, but this really surprised me and I burst out laughing. I was sore for at least an hour from that encounter. The female ghost could be heard moaning from the room. We met up with her again in another room. She then was introduced

as one of the staff members whose forte was acting. From this building we went down in the basement in the grand hotel to see some of the original walls. The hotel is in the early stages of a \$15 million restoration. The current salon offers some spa treatments; a building out toward Lake Gloriette will be converted into a spa; this seems to be the trend at many resorts. No original plans exist for the hotel, which was built in the 1870s; the framework is being confirmed by using GPS readings. We took the elevator up a couple of floors to the Governor's Suite, where many of the former governors of New Hampshire have stayed. It was a gorgeous room. We climbed a flight of stairs to a tower in the hotel that has been closed to guests for refurbishing. We caught a glimpse of the ballroom, also closed for renovations. We then entered the First in the Nation ballot room where the votes are cast by the residents of Dixville Notch. Many photographs of notable politicians line the walls. You could really feel the sense of history here. We also had a quick tour of the dining room and kitchen. We thanked Gary for his comprehensive tour and for answering our many questions.

It was time to go back to our room to dress for dinner. Jackets are required for the gentlemen in the dining room, and the ladies dressed appropriately. If you know anything about me, events are always first and foremost about the food, and The Balsams did not disappoint. The dining room is spacious with plenty of windows. It resembled the shape of a ship. Two seatings were offered for dinner, and Ivy made reservations for the early seating at 6:00 p.m. which was good planning, considering we wanted to watch the Red Sox after dinner. Our group was seated at three reserved tables; we claimed our seats and met our dining partners for the evening. The Balsams offers something unique that is not found in many dining rooms; examples of all of the dishes on the menu were on display on a large table, from appetizers to desserts. I changed my mind on my entrée choice several times as I circled the table. Our dinner included an appetizer, soup, salad, entrée and dessert. Everything was delicious. We had some great food and conversation during the evening and took away souvenir wine glasses. It was then time to watch the ALCS championship in The Tavern.

We expected a full house, but there was plenty of room for us. The game was already at 4-1 when we arrived. After dinner drinks were ordered and

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Ivy started the pool: what was the final score going to be? We knew that the Sox were capable of posting a big score, but we didn't realize that it would be a 12-2 win! We had a lot of fun watching the game together; there was even a Colorado Rockies fan in the house! At the end of the night, it turned out that I had the closest guess – Sox 9, Indians 2. I chose my bottle of wine and we turned in for the night.

After a good night's sleep in our comfortable room, we dressed and headed down to breakfast.

We walked into the dining room to a beautiful buffet, from the traditional offerings to an omelet and waffle station. We were rehashing the baseball game and the previous day's events with the NCR members and guests. I had a tee time with another NCR couple, Brett and Sandy Wright from Vermont, and John drove me up to the Panorama Golf Course (yes, it's true; you can get a set of golf clubs in the rear truck of a Boxster). It was a very windy day and the last day that the course would be open for the year. We were advised that the greens hadn't been mowed in a week, and it must have been about the same time frame for the fairways. The views from the first nine holes were amazing. We were past the peak foliage, and it must have been incredible in the previous weeks. The golds and the oranges were still prominent, but the reds of the sugar maples were long gone. Fall is such a beautiful time to play golf. The air is crisp, and the pace seems more relaxed. I would love to play the course again during the regular season...another reason to return!

Although our visit was just an overnight, I felt like I had been away on vacation for many days. The Balsams offers such a variety of activities no matter which season you choose; the hotel is open year-round. Please visit their website for additional information: www.thebalsams.com. We had 35 members and guests of NCR participate in this weekend, and we enjoyed it enough that we spoke about a return trip next year. More members would be welcomed!

NCR would like to thank Porsche of Stratham for sponsoring this getaway weekend.





Boxster RS 60 Spyder in Limited Edition

Dr. Ing. h. c. F. Porsche AG, Stuttgart, is presenting a new version of the mid-engine Boxster sports car at the Bologna Motor Show in early December. In its colour, design, features and philosophy, the Boxster RS 60 Spyder brings back Porsche's motorsport era of the '60s: After countless class wins, the Porsche Type 718 RS 60 Spyder was able to take on and beat its competitors also in the larger engine categories, scoring its first overall victory in 1960 in one of the most prestigious long-distance races for the Manufacturers' World Championship in the important US market, Hans Herrmann/Olivier Gendebien winning the 12 Hours of Sebring in Florida.

Now the new Boxster RS 60 Spyder is taking up the momentum and purism of that so successful mid-engine two-seater racing car. The front end of this special model taken as a standard feature from Porsche's SportDesign Package distinguishes the RS 60 Spyder significantly from the Boxster S. A modified exhaust system made up of a sports exhaust combined with a dual tailpipe increases engine output to 303 bhp. Spacer plates move the 19-inch wheels in Porsche SportDesign into an even more prominent position in the wheel arches. Likewise featured as standard, Porsche Active Suspension Management (PASM) ensures both sporting and comfortable driving pleasure at all times.

Paintwork in GT silver metallic is further accentuated by its contrast to the natural leather interior in Carrera red and the roof also finished in red. As an alternative there is also the choice of dark grey natural leather in conjunction with a black roof.

The features and equipment of this special model are likewise very special and sophisticated: Door trim strips made of stainless steel proudly bear the "RS 60 Spyder" model designation, an extra-sporting gearshift lever, special surface grooves in the centre sections of the sports seats and the centre door linings as well as on the steering wheel rim and handbrake lever accentuate the sporting and exclusive ambience of the interior.


The design of the instrument clusters finished at the front in GT silver metallic is equally sporting and dynamic. With the binnacle otherwise positioned above the instrument cluster being dropped on this special model, the large central rev counter and the two circular dials at the outside add a unique




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and purist touch, presenting the exceptional flair of a racing car also in the cockpit.

This special look is further enhanced by other refined features such as the windscreen frame finished in black and red rear light clusters as well as the centre console, the rear sections of the seat backrests and the rollbars all finished in GT silver metallic and thus harmonising perfectly with the seat belts finished in silver.

Reflecting its model designation, the new Boxster RS 60 Spyder is limited to a Special Edition of 1,960 units proudly bearing a silver-coloured placard on the lid of the glove compartment.

Market launch of the new Porsche Boxster RS 60 Spyder is starting worldwide in March 2008. Including 19 per cent VAT and country-specific requirements, the retail price in Germany is Euro 63,873, the base price Euro 53,500.



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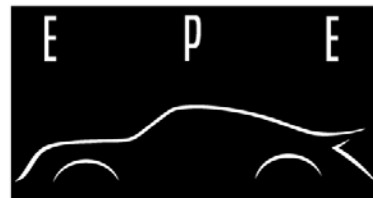
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The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

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Sale 2000 Porsche Boxster**, Arctic Silver with Metropol blue interior and top; 5 speed, 17" wheels; AM/FM/CD with hifi option & Sirius Satellite radio. Lojack recovery system. Full maintenance history has had major service in last year, synthetic oil changes only and brake fluid changes every year along with necessary filters. This Porsche is in excellent condition, (detailed every spring by Kleen by Cindy) body near perfect interior has no serious faults, back window in decent shape. Second owner have owned for 4 1/2 years. Offered at \$20,995. Please call Steve at 508-653-1695 evenings or weekends or email at SLR944@AOL.COM

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