

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 9 September 2008



In this issue:

Autocross 4, NHMS DE & Make A Wish, Mosport GP,
NCR Photographers

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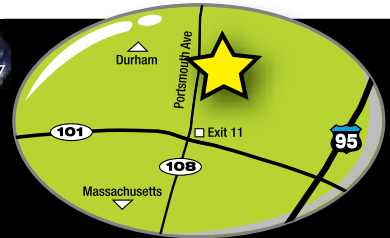
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Statement of Policy

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The regular article and Advertising closing date for the **Northlander** is the 1st of the month preceding the publication month. See page 44 for advertising rates.

NORTHLANDER

North Country Region
 Volume XXXI Number 9

Porsche Club of America
 September 2008

Upcoming Events

- 3 Calendar
- 8 Balsams Get-Away
- 14 2009 Call for officers
- 15 NCR 2009 Officers slate
- 33 NCR Annual Banquet
- 35 Fall Color Expedition
- 36 Delaware Region DE
- 17 PCA OctoberFast



16

Features

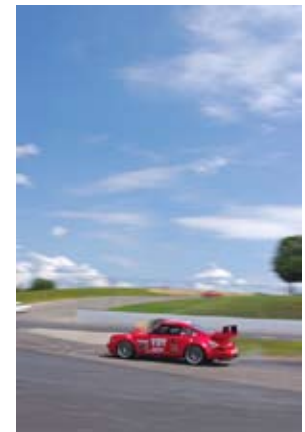
- 9 Looking Back
- 14 Ice Cream anyone?
- 16 DFI in Porsche Spyder
- 17 In a Word
- 18 Barn Find Follow-up
- 20 Charity Laps at NHMS
- 25 American Le Mans at LRP
- 32 Porsche C4
- 44 BTW



25

Departments

- 2 Board of Directors & Committee Chairs
- 4 President's Message
- 5 Editors' Desk
- 7 Membership
- 12 Drivers' Ed
- 19 Autocross #4
- 36 The Mart
- 38 Safety
- 42 Business Card Exchange
- 44 Advertisers' Index



19



29



Photo by Matt Romanowski

Winners at Autocross 4, 2008

Photo credits:

Photo credits are noted on the pages with the photographs

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14

27

28

SEPTEMBER AT A GLANCE

Date	Event Information	Contact
Sept 14	Autocross # 5, Devens, Ayer MA	autocross@ncr-pca.org
Sept 27	iRacing Demo and Social at Porsche of Nashua	jaygratton@iRacing.com
Sept 28	Shrimp Boil and Rally, Wolfboro NH	social@ncr-pca.org
October 1 & 2	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
October 5	Dinner and Music - Random Act of Harmony	social@ncr-pca.org
Oct 13, 14	Driver Education 3, NHMS, Loudon, NH	driver-ed@ncr-pca.org
Oct 18, 19	NCR Getaway Weekend ... The Balsams	social@ncr-pca.org
Nov 8	Annual Banquet (30 yr celebration), C. R. Sparks, Bedford, NH; 6 PM ~ 10 PM; DJ Biggie	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



Miriam Dunster

Hello Fellow Club Members,

As noted in the last edition I was trapped under the eight ball not just behind it and have finally begun to get out from under it. First I would like to thank Judy Hendrickson for saving me from the fate of a blank page in the *Northlander*. As all New Englanders know the summer is short for us and it unfortunately is nearing a close. I don't know about all of you but this summer has not been a real summer at least not since early July. Anyhow I digress from my task at hand which is to inform the club of what is happening.

We have had an interesting autocross season this year with some of the most unusual glitches appearing but not impeding efforts to put on a good event. The August 10th event brought a number of timing issues that caused us to only be able to qualify the morning session for the award presentation. We do however have another opportunity to have a fun and smooth event on September 14th. Unfortunately this is the last one for NCR so please don't let any previous events this year discourage you from coming out for the final one. I do want to take the time to remind everyone that we do promote other car clubs autocross events at Devens on our website, so check it out. We are also lucky this year to have the Zone 1 autocross in our neighboring state on September 20th and 21st at Six Flags in Agawam, MA. What I am trying to say is there are plenty of additional opportunities to get out there to enjoy your car while having a friendly competition with others.

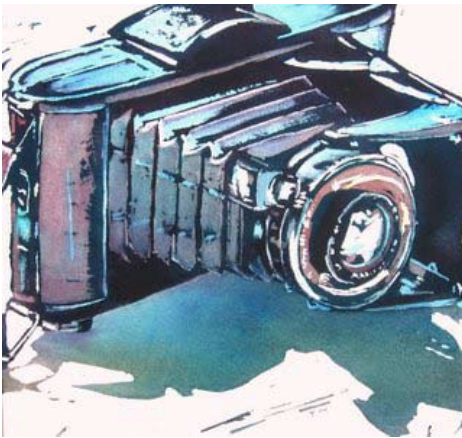
For those of you who enjoy Driver Education NCR has its October 14th and 15th event at NHMS. Like autocross we are promoting other events at local tracks within driving distance from New Hampshire. I would suggest you sign up soon for any Driver Education event you are considering because these events have participation limitations unlike autocross events since they are educational events which require an instructor pool for some classes. As I write this column NCR is holding its August Driver Education and charity event. I am hoping that Mother Nature gives us the opportunity for everyone to have a safe, dry, and fun event.

If you are the type of person that is more interested in the social side of the club we have not left you out. On October 5th our own Dick Kruppa will be performing with Random Acts of Harmony at the Lake Shore Farm Inn in Northwood, NH. This town is not far for most of our members to get to and it should be a beautiful time of year for a drive. Our social chair will be updating the website as more details are pulled together for this event. In October we also have our second annual trip to the Balsams in Dixville Notch. If you missed this one last year you might want to consider the trip. It is a lovely location which has some interesting history both political and paranormal. Plus Ivy promises some friendly, or maybe Olympic, volleyball competition with potential for a bocce ball tournament as well. The Balsams also has some great trails for hiking and biking and don't forget their golf course is well known. Plus you can enjoy a discounted rate. Our package

continued on page 40 ...



David Churcher



VOIGTLANDER

Photoshop art by Bonnie Periale



The group gathers around the table to instruct and to learn.

Most photographers are a pain to deal with. That has been my experience for the most part. Certainly in camera clubs, and, at most photography courses. But there have been exceptions.

Of course the biggest exception in my life has been the late Walter van Nieuwkuyk. He got me started and shared a wealth of knowledge. Here we are years later and I find a group of photographers who are in the same league as Walter. That is to say: people with energy and enthusiasm and a desire to share their knowledge and experiences.

Where did I find these people? Right here in NCR. Sure, we are a Porsche club. But we have a few photographers in the group.

For quite some time I had a few colleagues suggesting I pull together a group to discuss photographs and just have an evening of swapping stories. The August issue of *Northlander* was planned to have a spread of photographs by three of our NCR photographers but the issue filled up and the spread was delayed until this issue. This has been an auspicious delay because the planned evening happened, finally, August 14 and it provided material for inclusion in this September issue. I see our cousins to the south (Northeast Region) had a photo spread in their recent issue ... so we are not alone with our thoughts on photography.

The August evening had me speechless for quite a while ... I could not believe the enthusiasm of the group and the diverse collection of quality work on the table. One end of the table was reserved for food and wine, which only went to prove photographers/NCR people are also gourmands. Not a bad problem to have.

The discussion and quotations rolled on at a rapid pace as we headed toward answering the question posed as a theme for the evening: is photography art?

The question has been posed many times before we decided to do it again. Indeed a couple of years back Bill Kallgren interviewed me for *Northlander* and we decided it was art. The question is on the table again and it would appear the opinion it is art wins.

If you buy a camera it makes you a photographer? If you buy a flute it makes you a musician?

How do you know if it's good? It is judged by its peers.

I was very interested in trying to figure out WHY each person takes photographs, more than whether or not their work (that they'd brought) is "Art."

And, the most impressive thought that someone expressed was (something along the lines of), "A great photographer can take a great picture with a bad camera, but a bad photographer can't take a great picture with a great camera."

It was fun seeing everyone's work and a different eye on our favorite pastime. It never ceases to amaze me on how different people see the same subject and choose to capture it with their own style (case in point ... race photography).

And ... a point of view from an art school which none of us agreed with:

Art requires involvement with your hands. Like a brush or pencil. A camera is not the same.

continued on page 30 ...



2008 Boxster



2008 Carrera



2008 Cayman



2008 911 Cabrio



2008 Cayenne GTS

Porsche of Nashua End of Summer 2008 Model Clearance

08' Boxster S	Sale \$59,888 (MSRP \$67,000) Basalt Black/Carrera Red Leather, Climate Control, 18" Cayman S Wheels, Bose, Bi-Xenons, P8069	08' Cayman	Sale \$44,988 (MSRP \$50,350) Black/Stone Grey, 5-Speed Manual, P8078
08' Boxster	Sale \$52,385 (MSRP \$46,898) Speed Yellow/Black, 5-Speed Manual, Bi-Xenons, P8126	08' Cayman	Sale \$48,888 (MSRP \$55,190) Ruby Red Metallic/Sand Beige, 5-Speed Manual, Bose, Bi-Xenons, P8087
08' Carrera	Sale \$75,295 (MSRP \$82,545) Ruby Red Metallic/Sand Beige, Bose, 6-Speed Manual, Bi-Xenons, P8139	08' Cayenne GTS	Sale \$72,743 (MSRP \$82,910) Black/Black, 6-Speed Automatic, Moonroof, Bose, Bi-Xenons, P8098
08' 911 Cabrio	Sale \$84,988 (MSRP \$94,020) Basalt Black/Sand Beige, 6-Speed Manual, P8145	08' Cayenne Turbo	Sale \$104,598 (MSRP \$114,315) Meteor Grey Metallic/Black, 6-Speed Automatic, P8132

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PORSCHE



Lisa Roche

New Members:

Paul Ardito
Evelyn Ardito
Moultonborough, NH – 1989 911

Meredith Dennis
Haverhill, MA – 1986 944 Turbo

Robert J. Dragon
Thornton, NH – 2003 Boxster S

Darin Gillies
Justin Gillies
Barre, VT – 1995 993

Michael Lerer
Irja Luoma
Nashua, NH – 2008 Cayman

David J. Myers
Keene, NH – 2006 Cayman S

Adam W. Stubbins
Concord, NH – 1987 911 Carrera

Thaddeus F. Zadlo Jr.
Pattie Zadlo
Londonderry, NH – 2007 911

Member Anniversaries:

1 Year:

John Cloutier
Durham, NH – 1973 914

John W. Diehl
Rye, NH – 1968 912

Mario L. Langsten
Linda Langsten
Bow, NH – 1983 911

Paul J. Malnati
Grantham, NH – 2006 Cayenne

Janet L. Silsby
David Silsby
Amherst, NH – 2007 Boxster

2 Years:

William D. Ayers
East Kingston, NH – 1979 911

Jeffrey L. Meade
Amherst, NH – 1991 944S2

Philip F. Miller
Jill Miller
New London, NH – 2006 Boxster S

Scott H. Wakeman
Lindsey Wakeman
Hanover, NH – 1979 911SC

5 Years:

John A. Lussier
Christine M. Lesinski
Randolph, VT – 1985 911

Ed Sanborn
Dick Sanborn
Killington, VT – 1989 911C2

15 years:

Taylor Mudge
Sarah Mudge
Boston, MA – 1968 911

David S. Percival
Penny Percival
Andover, ME – 1986 911

30 Years:

Barry J. Bush
Flora M. Bush
Kittery, ME – 1973 911

Correction to last month's membership listing in the Northlander:

Cray Ball and Virginia Ball were listed incorrectly as Ball Cray and Virginia Cray.

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

Golf!

Scenic Drive!

Shop!

Dine!

Tennis!

Surprise activity!



2008 NCR Get-Away Weekend

The Balsams Resort Dixville Notch, NH October 18-19, 2008

www.thebalsams.com



Last year was a blast!

North Country Region is looking to establish an annual weekend resort trip to enjoy a beautiful New England drive and the amenities of the many fine resort areas. After experiencing last year's great fun...come join us again. Be watching for the itinerary!

For those of you who missed last year's event...this year is a must! You may even find yourself playing some volleyball, crossing the bridge on the playground. Maybe even watching the Red Sox! The restoration has begun and things are looking more beautiful than ever.

Due to popular demand the 2008 trip will be to the Balsams Resort again this year. The Balsams is one of the top 700 hotels/resorts in the world according to the 2007 Conde Nast Gold List - the only Gold List hotel in New Hampshire! The Balsams received a 100% score for dining.

Visit the Balsams website for full information on the amenities that we'll enjoy, but here are a few highlights:

- Golf – as part of this package, enjoy \$ 20 greens fees (normally \$ 70) at the award winning championship golf course.
- Additional activities at the waterfront include badminton, basketball, volleyball, horseshoes, croquette, bocce and shuffleboard.
- Lake Gloriette - a sparkling, 32-acre spring-fed lake that can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast (Note – jackets are required for “gentlemen” at dinner.)

Options – make the weekend what **YOU** want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We will coordinate detailed plans with the final list of folks that sign up based on your locations. The resort will also accommodate folks who would like to add an additional night to their stay.

Since we were such a fun group Gary has been so gracious to extend the same pricing package as last year. He may own a Morgan but loves Porsches!

\$129 per person, based on double occupancy – INCLUDES accommodations, dinner, breakfast, evening entertainment and facility usage (outdoor heated pool, tennis courts, hiking trails, etc) \$179 single rate is also available.

We have a block of rooms set aside, but we must firm up a number quite early. **Contact social@ncr-pca.org by June 1st, 2008 to receive the registration form.** You'll register directly with the Balsams, but you must get on our NCR list first.



Judy Hendrickson

LOOKING BACK

This month's offering comes from the September/October 1988 issue of *Northlander* (Volume 11, Issue #5). Don Osborne was the editor back then.

I thought this article particularly fitting since it features the 1967 911S that was recently restored by Ed to like-new condition and it is also the car Nancy talked about in her acceptance speech at this year's Parade when she won the Grand Door Prize - a week's vacation in Germany courtesy of Porsche AG.

And I'm hoping it will tempt some of you to start planning your cross country adventure to next year's Colorado Parade at Keystone, Co, June 29-July 4, 2009. So sit back, relax and enjoy Nancy's account of their adventure to and from and at the 1988 Porsche Parade at Pike's Peak/ Colorado Springs, CO.

What I Learned on My Summer Vacation or 7,000 Miles without Air-Conditioning

[with additional comments by the driver]

by Nancy Broadhead

• How much (or how little) will fit (barely) into a'67 911S

After the shop manual, tools, spare parts, octane booster, oil, etc, etc,

etc was packed, there wasn't a whole lot of real estate left! Fortunately, this was done far enough ahead of time for me to gather an assortment of soft containers, stuff them with pillows, and learn experimentally which arrangement might work, then determine what real cargo would fit — and how many laundromat stops might be required over three weeks. (Ultimately, Ed did not have to wear his helmet.)

• Just how long a 700-mile, 90°F day can be.

One hour past my boiling point. We hadn't planned to drive to Colorado Springs in three days - that's why we took three weeks of vacation - it just worked out that way. The Midwest is just as hot as it was in 1960.

• Carburetor icing can occur at 90°F.

Really enjoyed having the heater run at full blast, but it was the only way to keep the car running on the knolls of northeastern Colorado. Changing to smaller jets that night did cure the problem for the rest of the high-altitude, high-humidity portion of the trip.

• 1.5 hours at "moderate speeds" = hot lunch. [Interstate route numbers seem to indicate average traffic speed].

We invested in a roll of foil to package contents of "Nancy-bags" (you may know them as doggie-bags). Placement in the engine compartment at coffee-break time produced delicious linguine & garlic bread for

• It's possible to get 1400 people through a buffet line in 20 minutes.

• The best laundromat in Colorado Springs may be on Arvada, a couple of blocks west of Rte. 25 (lots of amenities, including the large screen TV.)

a picnic in Silt (lovely name for a town, isn't it?), Colorado. A whale-tail would've been nice, but we made do with a towel on the roof. [Perhaps next time we should bring the silver candlesticks.]

- **Some time since 1960, Independence Pass has been paved.**

However, it's still plenty narrow and high. [And fun.]

- **The only 91-octane gas (and that's the highest octane sighted) in Colorado Springs may be at the Conoco station at the corner of Circle and Platte.**

The owner may have retired on his Parade earnings. [750 entrants.]

- **Even non-concoursing Porsches are washed much more often at Parades than at home.**

Maybe it's to avoid looking neglected, maybe to justify the packing space occupied by cleaning supplies... [Lots of dirt roads, too.]

- **Concours sites with trees and shade are preferable to those without.**

Of course, trees sometimes dribble on cars beneath them, so some entrants may disagree. But that's nothing compared to the mosquito-spraying plane that once flew over a Parade Concours in Florida!

- **Before joining the Equipped class in a rally, one should practice with the equipment one will use.**

Then one is less likely to fall apart (actually, freeze) at the distraction of missing a turn early in the tire warm-up leg. Yup, that's what I did; and processed virtually no time calculations for the rest of the rally. Luckily, Ed is good at "driving to a speed," for our 1365 score landed us in the middle of our class - much higher than our predicted position on the very bottom line. Nowhere near winning, of course, but under the

best of circumstances I can't imagine a 6-leg score of 15! [Clever and Toney, again.]

It was a beautifully designed, though computationally intensive rally. Each trap led entrants blissfully back on course (though not on time) before the next checkpoint; the timing slips explained the 2-4 minute errors.

- **It's possible to get 1400 people through a buffet line in 20 minutes.**

The Flying W Ranch Chuck Wagon makes it look easy by inspiring cutthroat competition among friends — literally a race to the food! Their servers are vicious too— I was reprimanded for holding up my tin plate with the small sections facing the bean pot. A great evening, but beware of the non-alcoholic beverages: tin-cuphandles get hot quickly from coffee, and I remember better lemonade made in chemlab. [Good food, though.]

- **The road up Pikes Peak has not been paved.**

Wow, another opportunity to need to wash the car: drive Pikes Peak. [Navigator never washed car.]

- **All cadets at the US Air Force Academy get glider training.**

I went on the bus tour (USAFA - with lunch at the Officer's Club - and Garden of the Gods) the day Ed was autocrossing. [Someone had to fill out the field.] This was the most popular Parade tour I've seen — 4 buses on Thursday, others Wednesday. Incidentally, the Academy's Visitors' Center was the best I saw (and we saw a lot of them in 3 weeks of playing tourist); visitors are aimed toward informative exhibits, souvenirs are sold near the exit.

- **There's a delightful Porsche road (Cheyenne Canyon Road) that leads from the Broadmoor area to Cripple Creek.**

Yup, it's dirt, with picturesque tunnels

and lots of photo opportunities. Another chance to wash the car.

- **I wish cars were not allowed on the Royal Gorge Bridge when I'm there on foot.**

It's awful enough to look down 1053 feet to the river through the gaps between boards, but when the whole thing vibrates... [Ditto!]

- **There's no traffic at the back entrance to Royal Gorge.**

Of course we found the back entrance when we left through it - and there doesn't seem to be signs...

- **The best laundromat in Colorado Springs may be on Arvada, a couple of blocks west of Rte. 25 (lots of amenities, including the large screen TV.)**

It's set back a bit from the road, and opens at 7am. While the laundry sloshed, I studied the 911 spec book instead of watching the Saturday morning cartoons. Unfortunately, I had chosen the one temperamental washer that, if you don't open the door just so at the end of the cycle, will begin again-free of charge! And I'm clumsy. But I made it back to the Clarion with our extremely clean clothes in time for the Tech Quiz.

- **Otto Mathe and Jean Behra were Porsche racers who:**

- A. were Austrian.
- B. were left-handed.
- C. walked with a pronounced limp.
- D. were missing body parts.

I never met either of these gentlemen, let alone examined them for missing body parts—but D was the correct answer to this actual Tech Quiz question! (ref. *Excellence was Expected*, pg. 58, and *Great Marques Porsche*, pg. 159) I missed that one. And many others. Enough of the dumb mistakes I made were offset by questions I got right for the wrong

continued on page 34...



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Paul Frucci

Well, you may recall from my previous update that I reported having an "encounter of the worst kind" with some Armco at Calabogie in July. I was a bit casual reporting on it at the time, not realizing how much damage I actually managed to inflict on my poor 993. But as it turns out, when I have a brain cramp, it's a beauty. The body damage was actually the least of it. Aside from completely mangling two perfectly good Fikse wheels, I managed to bend or break pretty much all the brand new (one week old) right side suspension parts including ERP control arms, bushings and Evo uprights that were just put in (ouch), bend the frame and steering rack, crack the transmission bell housing, and bend the pilot shaft. And that's all I know about.

What to do? I ended up selling the car to Paul Jacques (who owns Rennline) as it sat for a fair price and he is taking on the challenge of bringing it back to life so I can be haunted by him driving it on the track in the future. It was too much for me to handle with my mechanical skills pretty much limited to changing brake pads and writing checks. ☺ In truth, I am thrilled another NCR member who has the skill to put it back together has it. It was a great car and will be again.

Where to go from here? Well, I'll be driving my Boxster S at the August event to get my butt back on the track, and then take stock. The good news is that there are a lot of options out there and I'm hoping to turn this into an opportunity to look at all of them! I was tempted to jump right back into another track car and add to the NCR fleet of RS America's, but decided to back off and take my time figuring it out. Thanks to all of you who reached out after the incident to check in on how I was doing.

OK, enough on that.

As you read this our August "Heat of the Summer" event should be on the books. As of right now the event is pretty well sold out and we are thrilled with the turnout. I think as gas prices go up, we are seeing more attendance at events closer to home, as it seems we spend more just in gas getting to an away event than we do on the event itself. It's going to be an interesting trend to watch and one we'll take into account as we look forward to planning for the 2009 DE season. I'd be very interested in your thoughts.

I had a brief email exchange with Jim Hoenscheid, President of Club Motorsports in Tamworth. Seems there has been some clearing going on "in anticipation of construction." I'm not sure what that means for sure, but Jim said he thought he would have some good news soon. I sure hope so. It would be just fantastic to have a world class road course in our back yard here in New Hampshire. As soon as I have something more, I'll pass it on in the next update.

That's it for now. Be safe and I'll see you at the track!

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

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Nominating Committee Announces Slate for 2009

By Judy Hendrickson, Chairperson, NCR Nominating Committee

The 2008 NCR Nominating Committee consisting of Matt Romanowski, Mark Watson and myself are pleased to present the recommended slate of officers for member consideration for 2009. They are:

Ivy Leonard — President
Jay Gratton — Vice President
Paul Tallo — Secretary
R. C. "Pete" Petersen — Treasurer

Additional nominees for any or all offices may be proposed by the members. Such nominations must be received by the Nominating Committee at least 45 days (September 23, 2008) prior to the annual meeting (November 8, 2008). Such nominations will include a signed statement from the nominee or nominees that he/she/they will perform the duties of office if elected. (NCR Bylaws, Article 4)

As I will be out of the country during most of September any such nominations should be sent to:

Matt Romanowski
243 Elgin Ave
Manchester, NH 03104
romoman@aol.com

The final ballot will be included in the October *Northlander* and/or the Annual Meeting invitation mailed to all members in good standing. Voting is by both Active/Associate and Family/Affiliate Members.

Ice Cream Anyone?

By Ivy Leonard

A small but fun group gathered at Porsche of Nashua for a leisurely Ice Cream run to Cold Stone Creamery in Nashua.

The route was planned by Judy Hendrickson and took us through the beautiful back roads viewing spectacular houses and scenic landscapes.

At Cold Stone we were greeted with open arms. Mmmmmmmmm...the ice cream was absolutely delicious.

Dave and Carla had to figure out which child was going to get to ride in the Porsche. I think mom and daughter won by a landslide.

Boy were we surprised to see a special visitor join in on our ride...NCR/NER's very own Ron Mann. We were glad to have him. I think he really enjoyed himself



Photo by Judy Hendrickson

even though there were no apex's to hit or cones to navigate!

It was great to see everyone....Judy, Larry, Paul T, Ron M, Dave, Carla and family, John and his daughter.

To end the evening Judy, Paul, Larry, Ron, and I stopped for dinner at the

Texas Roadhouse in Nashua where we all realized our eyes were bigger than our appetites.

Hope to see you all at the next upcoming events.

North Country Region Slate for 2009 Officers

For President

Ivy Leonard



Occupation:
Executive Assistant

Joined PCA: 2005

Porsches Owned: 1978 911 Targa, 1985 944, 1988 944 Turbo

Previous NCR Service: Social Chair, Vice President 2007

Candidate Statement: Although it has been only three years since the purchase of my first Porsche and membership in PCA, I have made it a point to meet as many fellow members as possible by involvement in Driver Ed, Concours, Autocross and, of course, our social events. The wonderful people I have had a chance to get to know have enhanced my passion for Porsches. It is this 'family' of NCR members that makes me strive to do what I can to serve our region. I have enjoyed my term as Vice-President and ask for your support now as a candidate for President of the North Country Region.

If elected as NCR's President for 2009, I will continue my efforts to interact with all our region's members and encourage their participation in all facets of the club's activities. I will work very hard to maintain the club's well earned reputation as a very special region.

I am pleased that we have achieved the 500-member level and will work together with the rest of the board to assure continued growth in our membership ranks.

Thank you very much for your encouragement and support.

For Vice President

Jay Gratton



Occupation:
Teacher-Merrimack High School, Merrimack, NH

Joined PCA: 1988

Porsches Owned: 1973 914 1.7, 1988 924S & 1985 911 Carrera

Previous NCR Service: Concours Co-Chair, Tech Chair, PCA-NCR DE Instructor & PCA National Concours Judge

Candidate Statement: Being a member of NCR for over half of my life this is a great honor for me to be nominated for the position of Vice President of NCR. I have a great deal of respect for all of the accomplishments that NCR has attained over the years and I am excited to see continued growth in all of our programs.

One of my main goals will be to see the increased participation of our younger members and their families at a wide range of NCR events and at the National level, while continuing to find new ways to get younger Porsche owners to join NCR/PCA as well.

For Secretary

Paul Tallo



Occupation:
Program Manager of Computer Support; Part-time Mechanic

Joined PCA: 2003

Porsches Owned: 1998 993 C4S "Big Bro" and 1993 RS America

Previous NCR Service: Charity Chair 2005-present, Secretary 2007-2008

Candidate Statement: I have been in NCR since 2003 and quickly got involved in ALL aspects of the club, participating in everything from DE, AX, Rally, and Concours, to Social and helping the club wherever possible. OK, I admit that I am a genuine car nut who only recently got involved in the Porsche side of things, but for over 20 years friends and neighbors have hung out at "Paul's Garage" as a hobby and I have more car projects in progress than I may ever get to finish (Custom Jeep CJ, several 50's Ford cars and trucks, etc). Professionally, I have an office in Hudson, NH, supporting computers for the US Navy as a continuation of what I had done at DEC (Digital - made my 20 years there!), but more often I can be found turning wrenches at my buddy Clayton's garage during the day.

I have found many new car friends in NCR and look forward to many more years of fun and friendship!

For Treasurer

R. C. "Pete" Petersen



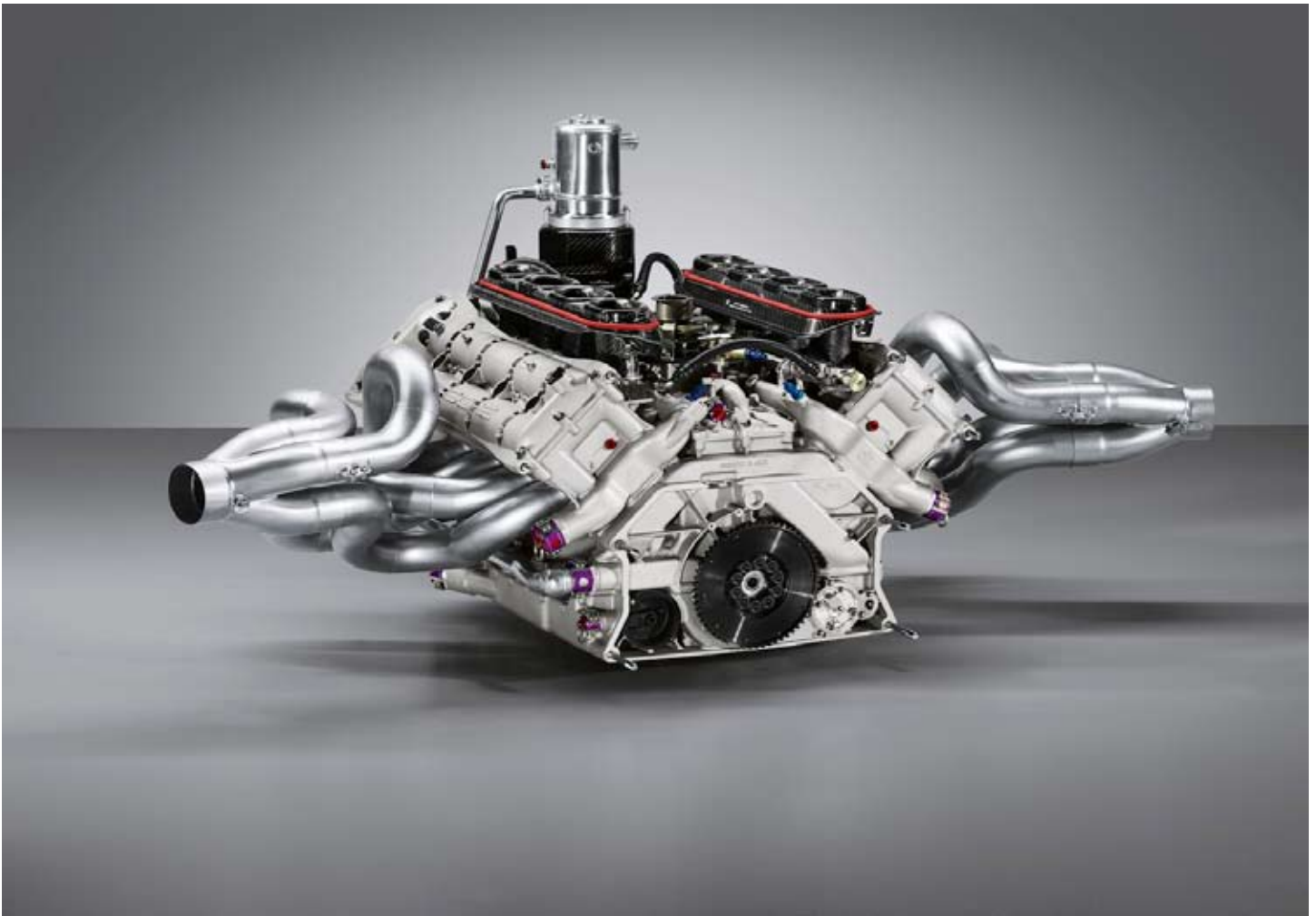
Occupation:
Retired Meat Wholesaler

Joined PCA: 1989

Porsches Owned: 1988 944S Black 1989 911 Coupe Black 2001 Boxster S Diamond Black

Previous NCR Service: Goody Store Co-Chair 3 years, DE Chair 4 years, DE Registrar 7 years, President 2001, Car Control Clinic Chair 2 years, Co Chaired a Gimmick Rally, AX participant, Treasurer since 2002

Candidate Statement: From NCR's bylaws, "The Treasurer shall be the custodian of the club funds, shall handle all receipts and disbursements, and shall maintain all necessary records in connection therewith." In addition, I will continue to ensure a "paper trail" for each and every transaction exists, provide a monthly and annual cash flow and account statements, manage NCR's budget, and provide the Board and Chairpersons financial information as requested. Lastly, NCR member Lisa Roche, CPA, and I will be using the last few months of 2008 and most of 2009 to identify and implement new accounting software more appropriate to the future financial needs of NCR and to help with the orderly transition to a new Treasurer in 2010.



Direct Fuel Injection Lowers Fuel Consumption and Increases Performance in 3.4-Liter V8 for 2008 Porsche RS Spyder in the American Le Mans Series

ATLANTA – July 31 – Following in the footsteps of the street Porsche Cayenne and 911, the sports prototype Porsche RS Spyder now profits from direct fuel injection technology (DFI). The new engine, with which Porsche underlines its role as technology leader in energy efficiency, celebrated its race premiere with an LMP2 victory in the American Le Mans Series as Timo Bernhard (Germany) and Romain Dumas (France) took the class win at Mid-Ohio earlier this month.

The power output of the successful 2006 and 2007 championship winning Porsche, which has so far claimed victory from four of the six races run in this year's ALMS, increased with the new engine from 476 to 503 hp (370 kW) at 10,000 revs per minute. Maximum torque rose from 370 Nm (273 ft. lbs.) at 7,500 revs to 385 Nm (284 ft. lbs.) at 8,500 revs.

The most compelling feature of the DFI version of the successful Porsche 3.4-litre V8 motor is its improved energy efficiency – an important element in endurance racing. Despite an improved power output, fuel consumption was significantly reduced.

"After reaching a very high level with the previous engine we raced, we had to put considerable efforts into the development of the direct fuel injection unit in order to significantly improve performance and efficiency," says Thomas Laudenbach, Head of Motorsport Development/PowerTrain. "In order to achieve revs of up to 11,000 with DFI technology it meant stepping into totally new territory."

During the design and development of the engine, synergies of product areas and motorsport departments were utilized to a large extent.

"Right from the beginning there was a lively exchange," reminisces Thomas Laudenbach. "We had already recognized the advantages of this technology at the start of the RS Spyder project and adapted them to the very special requirements of motorsport, always in close consultation with our colleagues in the standard development department. The methods and insights we obtained from our co-operation are of considerable value for future development projects involving DFI technology."

Normally an increased engine output is in conjunction with a rise in fuel consumption. This is not the case here.

"Thanks to the substantial increase of energy efficiency there's no rise in the absolute fuel consumption despite the significant hike in performance. On the contrary – we're even a bit lower," said Laudenbach.

Another advantage of the new DFI engine: At partial load – for example during the many caution phases of long distance races - the engine can be run extremely lean. This further reduces fuel consumption and was not possible with the intake manifold fuel injection which was raced previously. Moreover, new options open up for the controlling of highly dynamic processes like, for example, gear shifting at full throttle. Such options were not fully utilized before.

After the successful premiere in Mid-Ohio, the new DFI motor will power the two Penske Racing RS Spyder cars for the next round next week at Road America in Elkhart Lake, Wisconsin. With this, Porsche intends to strengthen its top position in the American Le Mans Series.

"Competition in the LMP2 class is at an extremely high level and it gets tougher race by race," says Hartmut Kristen, Head of Motorsport at Porsche. "Therefore now is exactly the right time to race the new engine."

Photograph and article from PCNA

BTW ... In a word, just a word, so many stories can be contained.

Have you noticed we, here in the USA, are subjected to TLA descriptions of things we buy? EFI means "electronic fuel injection" and there is many other TLA thingies about. Marketing has control.

Back in the 1950s Mercedes went racing with their W196 and M196 (the former is the chassis, the latter is the motor) and they had such wonderful words to describe their technology. They had brought in technology from Duccatti for the valve system and is was called "desmodromic". It was all mechanical. No transistors involved. They had a direct fuel injection system and it was called:

Kraftstoffeinspritzpumpe

This wonderful Bosch machine was all mechanical with pistons lap fitted into bores of cylinders with a spiral cut along the side and a rack and pinion to turn them so the fuel would "spill" out that spiral cut and only the correct amount would finally be pumped out and in to the cylinders.

Porsche has recently introduced a modern version of this system and it is called:

"Direct Fuel Injection"

Porsche recently fixed up an old idea of theirs and used modern technology to bring the "PDK" to market. I recall the comments of a Porsche engineer looking back at the failed version of this technology in the '80s and saying: "we tried to do mechanically what has to be done with transistors ..."

Today we have electronics to do all the things designers used to dream of. We now have direct fuel injection and double clutch transmissions. The marketing people call it DFI and PDK. Some German articles, and the designers, call the new Porsche transmission:

Porschedoppelkupplungsgetriebe

The long compound German words not only describe the device but also hint at the efforts of the designers. What a magic language it is.

I wonder. Do Germans use TLA?

Probably not. **Kraftstoffeinspritzpumpe. Porschedoppelkupplungsgetriebe.** Sounds like music to me.

Editor's comment

“Stayed Tuned” Barn Find Follow-up ...

By: Jim Gratton

In my first article on the 1973 914 “barn find,” I spoke about the preservation of our older Porsches. This is a relatively new and exciting class for Porsche owners. Cars in preservation must be at least 20 years old with a major emphasis on originality. A Certificate of Authenticity is required to show how the car arrived from the factory. After 20 years or more of service how does it look today? Stone chips aren’t a demerit, but repainted panels can cost you points with the judges. Jay lost points for installing “tie down hooks” designed for 914’s that were not original equipment. He received positive comments for having the original rubber band around his tool kit. Originality is the key. The preservation class as defined by the Porsche Club Regulations (PCR’s) speaks to “the preservation of the automobile, that is, maintained in its original condition with evidence that the automobile has been reasonably used (driven) and not simply stored. In the case of two automobiles being equal in the opinion of the judges, length of ownership is considered part of the judging. The grouping preservation has both cosmetic and mechanical connotations. It implies that the entered Porsche has most, if not all, of its original factory parts and surfaces such as paint, upholstery and carpet, with most non-service items such as rubber seals and trim original to the automobile. The paint color must be the original color. The carpet and upholstery must be the original color and fabric, with no comprehensive replacement. The engine and transaxle must be original with no visible upgrades. Porsches



Photo of Jay's 914 by Jack Saunders at Parade 2008

not fitting this description (e.g. not preserved) do not belong in this group.”

As Jay, Jaime, and I prepared the 914 for the Charlotte Parade we questioned what should be painted, cleaned, refurbished, or replaced. The 914 we had purchased in the fall of 2007 was in remarkably original condition, but needed a thorough cleaning. Our emphasis focused on “cleaning” and not on painting or replacing parts for the Parade. I focused my efforts on cleaning the undercarriage, engine compartment and trunks. Jaime cleaned the interior, while Jay put his emphasis on the paint and appearance items. On Thursday, June 25th we loaded the 914 onto the trailer and headed south.

The first assignment was to get the 914 off the trailer, washed and placed into the concours prep area. The prep area was one of the best at any Parade we have ever attended. We were in the air-conditioned convention center with a snack bar. The camaraderie among the concours people was excellent, although very competitive. We set up an area of North Country Region people: Judy and Miriam with Miriam’s 944, Ellen Beck and “Colonel Bob” with their 914-6, Jay and Jaime with their 914-4 and Xana and Matt assisting all of us. Friday night, all day

Saturday, and part of Saturday night was spent polishing, vacuuming and Q-tipping with lots of elbow grease while keeping a sense of humor.

At 6am on Sunday morning the exodus from the prep area to downtown Charlotte began. The Charlotte police blocked off several streets of downtown Charlotte to accommodate the 200 plus cars entered in the Concours d’Elegance. I was a little apprehensive about the location, but by 9am the streets were transformed into a very nice sight of well-prepared Porsches. Jay, Jaime, Matt, Judy and I were judging Porsches in various divisions exclusive of our cars. The judging was completed by mid-afternoon, scores tallied, protests dealt with, and the results were posted. The NCR cars had done well. Ellen and Bob finished fourth in their class with Miriam earning a third in the 944 class. Jay and Jaime earned a first in the 914 preservation class and a first in the preservation division (914-4 and 914-6’s). The aspect of cleaning, polishing, waxing and applying elbow grease from the NCR constituents paid dividends for everyone at the Parade. In the end, the greatest pleasure came in seeing old friends from all over the country and making new ones, which emphasizes the NCR logo of “It’s not the cars, it’s the people!”

NCR Autocross #4 August 10, 2008

sponsored by **VELOZ**

by Joe Kraetsch,
NCR Autocross Chair

It was a hot July day with temperatures in the 90s. 54 entrants came out to participate in the third NCR Autocross of the year. This was a smaller crowd than the first two autocrosses, perhaps due to the heat and/or family vacations. However, it did not stop the 914s; we had 8 drivers in six 914s—the most we have seen in a long time. Those who came were treated to a fun and challenging course set by Chris Darminio and John MacDonald. Many of the morning runs were dirty with a number of off-courses and quite a few cones. Those of us who were overly aggressive never got a clean morning run. After four morning runs, we took a short lunch break and made a few changes to the course before the afternoon runs. We then took 4 afternoon runs. The close race was in the Improved Class where Scruffy Lefebvre trailed Charles Stromeyer in raw time but led by 0.048 seconds PAX after the morning runs. In the afternoon, Scruffy again trailed in raw time but led by 0.017 seconds PAX for a final margin of victory of just 0.066 seconds. In Class 2, Lisa led by 0.339 seconds over my best dirty morning run but in the afternoon, she drove 0.611 faster than me in raw time for a victory of nearly a second (and, yes, I was the first to congratulate her). However, Class P7 continues to be the exciting class to watch. Chris Jacques had the fastest Porsche time for the morning session and what looked like a comfortable class lead of 1.7 seconds over Greg Osche. Things looked bleak for Ollie Lucier in third place without a clean run and 2.3 seconds behind Chris. But in the afternoon, Ollie pulled out all the stops and beat Chris by 2.35 seconds putting him in first place 1.6 seconds



Autocross #4 photo by Matt Romanowski

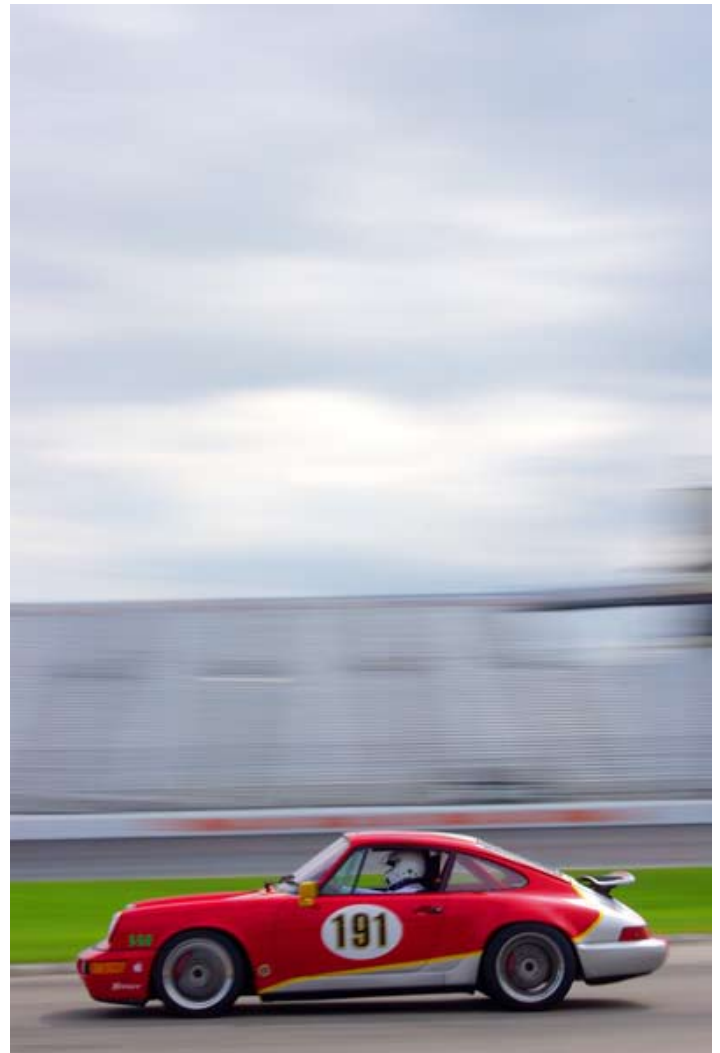
ahead of Greg who managed to stay in second just 0.047 seconds ahead of Chris. Mark Schnoerr took both Porsche FTD and top Porsche PAX for the day in his little 914.

I would also like to acknowledge NCR's fine showing at the Porsche Parade 2008 Autocross in Charlotte, NC last month. We had eleven NCR members tackling the Rob Faulkner designed course and six of us brought home trophies, including three first places. Congratulations to the following on their excellent representation of North Country Region!

Ellen Beck	First Place Trophy
Lisa Roche	First Place Trophy
Joe Kraetsch	First Place Trophy
Judy Hendrickson	Second Place Trophy
Jay Gratton	Second Place Trophy
Matt Romanowski	Third Place Trophy

DRIVERS' ED AT NHMS, MAKE A WISH, AND TRACK SAMPLER AUGUST 16, 2008

... continuing with our theme of photographers and photography the following selection of photographs was taken by three photographers at the DE event. Each photographer displays a distinct style and a different perspective of the event.



*Photographs on page 20 and at top of page 21 by
Matt Romanowski.*

*Photograph at bottom of page 21 and on page 22
by Austin Trenholm.*







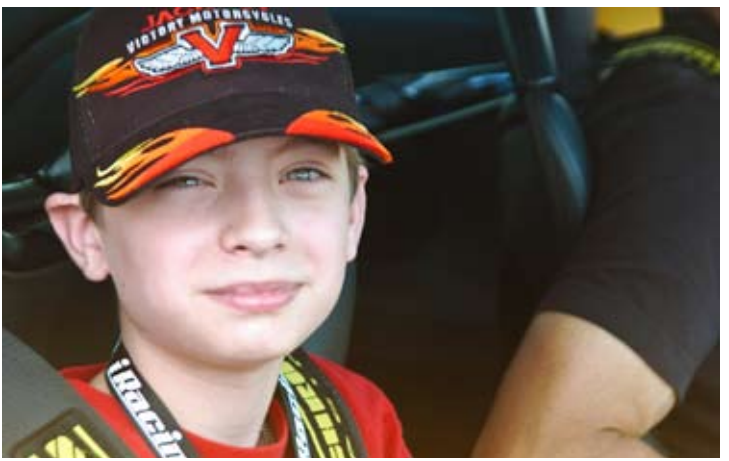
Hey David,

I took a slightly more dramatic take on mine. If they are too processed for the magazine, just let me know.

Austin



Photograph above of Austin and photographs on pages 23 and 24 by David Churcher.





THREE NCR PHOTOGRAPHERS AT LIME ROCK AMERICAN LE MANS, JULY 2008

Photographs from the Lime Rock Park by Don Osborne, Matt Romanowski, and David Churcher



Photographs on page 25
by Don Osborne





Photographs on page 26
by Matt Romanowski

continued on page 28...



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*ALMS photographs on page 28
by David Churcher*

David Carrick Guest Photographer



NCR member David Carrick attended the Hemmings Concours d'Elegance at Stratton Mountain in Vermont on July 20th. He sent photos to Northlander to share with members who missed the show. David's car is the red 1972 911T Targa shown in one of the photos with the vintage New Hampshire license plate. Thank you, David, for these wonderful photos.

continued on page 31...

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...continued from page 5

I would suspect the WAG who coined the above line was pre-Photoshop and he/she would have included Photoshop in the comment. Take a look at the picture in the margin here by Bonnie. She uses her hands and brushes, and, Photoshop. Is it art? Oh, yes. And, just in case you don't know what Voigtlander is I will tell you ... it is a grand old German camera company from the 1930s and now gone. The name rhymes with *Northlander* which is a pun Bonnie could not resist.

Now that we have made a case for photography being art the next question is: Automotive photography. Is that art? Advertising, or journalist, or just beautiful cars. Art? If a still living motor racing journalist photographer can sell his prints of motor racing in the 60's for \$1500 each I think it indicates some people believe it is art. If you are reading this magazine you probably have a taste for fine automobiles, might even have a few Porsche calendars and a few good books on cars. I will list below a few web sites worth a visit. Do take a look and enjoy the art.

www.WheelsOnWalls.com

Harry Hurst www.glorydaysofracing.com

David Bull Publishing www.bullpublishing.com

Scott Chu www.scottchu.com

And for a wonderful interview watch the video:

<http://www.jessealexander.com/interview.shtml>

And the NCR photographers? See page 25 in this issue of *Northlander*.

David

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David Carrick photographs
continued from page 29



Porsche Carrera 4 with Electronically Controlled All-Wheel Drive



Text and photograph by PCNA

Showing the dynamic attitude typical of the brand, Dr. Ing. h.c. F. Porsche AG, Stuttgart, are continuing the generation change of the 911 model series. Just a few weeks after the new 911s with classic rear-wheel drive, the all-wheel-drive versions Carrera 4 and Carrera 4S are now entering the market in both Coupé and Cabriolet guise.

A whole range of new technologies surrounding the engine, the transmission and drivetrain ensures an even higher standard of driving pleasure on much lower fuel consumption. Particularly the precision and fast response of the new, electronically controlled all-wheel drive offers an even more intense driving experience, above all in interaction with the likewise new flat-six engines with Direct Fuel Injection and the PDK Porsche Doppelkupplungsgetriebe or double-clutch gearbox available as an option.

The features and characteristics of the new engines speak for themselves: Depending on the model, the new all-wheel-drive Carrera offers up to 8.5 per cent more power, up to 12.9 per cent more fuel economy, and 15.4 per cent lower CO₂ emissions. Specifically, output of the 3.6-litre power unit is up by 20 to 345 bhp (254 kW). At the same time a Carrera 4 Coupé with PDK, to take just one example, consumes a mere 10.1 litres of fuel per 100 kilometres, equal to 28.0 mpg imp. The improvements on the 911 Carrera 4S with its 3.8-litre power unit are equally significant, with maximum output up by 30 to 385 bhp (283 kW) on overall fuel consumption down in the case of Carrera 4S Cabriolet with PDK to 10.7 litres/100 km, equal to 26.4 mpg imp.

In the new generation of the Carrera 4 and Carrera 4S electronically controlled PTM Porsche Traction Management replaces the former all-wheel drive with its viscous multiple-plate clutch. This superior system developed for the 911 Turbo and modified for the Carrera models combines the driving pleasure so typical of Porsche with an even higher standard of driving stability, traction and agile handling further enhanced by the mechanical rear axle differential fitted as standard.

The new all-wheel-drive sports cars come with sporting manual transmission featuring six gears. As an alternative the new models are available with Porsche's new Doppelkupplungsgetriebe replacing the former Tiptronic S automatic converter transmission and offering an even faster gearshift on less fuel. The Doppelkupplungsgetriebe or double-clutch gearbox comes with seven gears shifting electrohydraulically without the slightest interruption of traction and pulling force.

The new generation of the 911 model series stands out clearly through the discreet but striking modification of the front end and new lights technology. The new Carrera models come in all cases with bi-xenon headlights and new LED daytime driving lights.

The newly designed rear light clusters also feature LED technology and for the first time Porsche offers Dynamic Bending Lights as an option. It almost goes without saying that all Carrera 4 models come as before with their muscular rear end 44 millimetres or 1.73" wider than on the two-wheel-drive versions. And a new reflector trim bar between the LED rear lights gives the typical rear end of the car even more dynamic character.

New PCM Porsche Communication Management with its touch-sensitive screen improves operation of the in some cases optional navigation, information and audio systems to an even higher standard. And a further important point is that PCM is now compatible with Bluetooth, USB and iPod requirements.

All all-wheel-drive Carrera models will be at the dealership as of 25 October 2008.



North Country Region's 30th Anniversary Party & Annual Banquet

[30th Anniversary/Annual Meeting, Elections & Awards]

*Calling all Porsche Enthusiasts
The annual celebration of Porsches and People is near!*

Saturday, November 08, 2008

CR SPARKS, BEDFORD NH

Please join us for lots of fun while this year we will have great music supplied by DJ Biggie

Time: 6:00 – 10:00 PM (or later)

Entrees:
TBD

Accompanied by the following:
TBD

Dessert:
TBD

More info to come...

Cost per person will be \$30.00 (includes tax and gratuity). Please complete the section below and include your check made payable to: NCR-PCA. **Please respond by Friday, October 17, 2008** Tie is optional; no jeans, please.

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Please mail form and check to: CPI Attn: Ivy Leonard, 111 Venture Drive, Dover, NH 03820
Ileonard@ConsumerProfilesinc.com

... continued from page 10

reason (or for no reason at all) to earn me a score of 51 — enough for 6th place in the Ladies Early 911 class — and save my marriage (still at risk from my rally performance)! Ed trophied in his class, too. More cargo, but they're lovely sculptures.

• **However many spare parts are carried, the supply never includes the right one. (Murphy strikes again!)**

We left Colorado Springs early Sunday morning, opting not to form a later convoy with friends from the Northeast, though we expected to visit the same sights along the way. After a picture-taking pause at the next to the highest point in Rocky Mountain National Park, the Porsche absolutely refused to start. [CD ignition & coil failure.]

• **Good luck happens, too.**

Ed's not one to abandon his Porsche in times of crisis (more about that later), so... I was in the ranger's truck, prepared to ride to the visitor's center, and hitchhike in to town for parts, then back again (parts stores in Estes Park are open on Sunday mornings) — when the Dow's Carrera appeared. Leaving Martha and her book on the mountaintop, Charlie & I headed for town.

• **The 50-mile round trip can take 2.5 hours — even in a Porsche.**

There's enough traffic through RMNP and in Estes Park that it may be Sunday afternoon before you can get to the store! We were gone long enough for a major thunderstorm, complete with high winds and hail to appear, do its thing, and almost disappear from the Park. It had been wise to lug ski jackets all the way from NH.

• **"Generic" 12-volt coils are skinnier than Porsche brackets expect to hold; they also use different wiring connectors.**

Other than that, they're fine. (I didn't

know whether to get the one with or without the built-in resistor — without — so bought one of each, then by arrangement returned the extra to a friend of the parts store.) Good old duct tape for padding, good old alligator clips!

• **[Lamborghini rides are available in Estes Park, with your choice of red or white.]**

• **Buffalo (live ones) still look like old nickels.**

We convoyed with the Dows the rest of that day and the next; somehow life seemed safer that way. At a prairie dog town in South Dakota, Leigh & Ernie Groves joined us to tour Custer State Park (lots of buffalo & other critters) and Mount Rushmore. (Interesting corkscrew road between the two.) [Watch out for the jackasses — the 4-legged variety. A herd of them found our Porsches interesting and wanted to inspect the interiors.]

• **I don't enjoy mid-western thunderstorms "up close and personal."**

When we'd settled our Porsches for the night in Wall, SD, the six of us took off on foot for the obligatory visit to Wall Drug, about five blocks away. We left that collection of little shops just as the high winds arrived, followed quickly by heavy rain and hail and lots of thunder and lightning. Ed raced to rescue the car cover before it blew away; it was hanging on by one driving light when he arrived.

• **The Badlands are gorgeous - and not at all what I'd expected.**

Ed & I tried another early start and separation from the group to make our way to Toronto, (Not terribly early, we'd forgotten to set the alarm.) Got into the Badlands about 7:30, before both tourists and heat. I felt like I was on the moon, surrounded by that totally different landscape. My expectation of Badlands must have been the result of 40's cowboy movies

- I expected a desolate area, but not such beauty!

• **Motel ice-machines are**

A. often out of order.

B. often inadequate to meet demands.

C. sometimes locked up after midnight so guests can't stock their coolers.

D. any combination of the above.

The answer is often D. I'm now in the market for a small 12-volt picnic cooler. [Try JC Whitney.]

• **Every restaurant in Imlay City, MI serves pizza.**

At least according to the local Yellow Pages. [No ice at motel, but there's a 24-hour convenience-and-auto-parts store in the neighborhood!]

• **When least expected, there's another surprise!**

Everything went smoothly to Toronto, where we stayed a few days with friends. The last night, the Porsche refused (at midnight) to leave a favorite haunt. More mysterious electrical problems, eventually fixed - perhaps we have the world's only Porsche with Lucas electrics? [The spare CD unit failed.]

• **Would I do it all again?**

You bet!



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Dinner is served at 6:00 PM in the Inn. Dinner is a family-style meal w/ baked chicken, peas, rice, dessert and coffee/tea/milk/water. After dinner we will move to the connected barn for the show with music by the acoustic trio Random Acts of Harmony* from 7:00 PM - 9:00 PM. Snacks are provided and drinks are available at a cash bar. The pricing is as follows, payable to Lake Shore Farm Inn upon arrival. Dinner and show: \$20.00, show only (snacks included): \$10.00.

Tour to arrive at Lake Shore Farm

For the tour, cars start about 4:30 PM from any of 3 locations: Lakes Region, Seacoast, and Manchester. Each location will have a tour leader (we will be looking for volunteers) w/ Google maps of an interesting drive for about an hour ending at Lake Shore Farm Inn in Northwood. Participants will see some lovely early fall color. PCAers who arrive early or don't do the color expedition can enjoy the grounds of the Inn and especially views of the lake. It is a very pretty place, particularly in the fall. We will need to identify a person in each area who could arrange the tour, starting location, print the maps, etc. If interested please contact Ivy Leonard at the RSVP link below.

IMPORTANT: RSVP to Social by Sept 22nd, 2008

social@ncr-pca.org

For more information visit...

Web sites: www.lakeshorefarm.com/ and www.myspace.com/randomactsofharmony

**one of the performers in Random Acts of Harmony is NCR's Dick Kruppa*

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- What:** Delaware Region's Driver's Education Event
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- When:** October 10-12, 2008 (Fri-Sat-Sun)
- Where:** NJ Motor Sports Park, Millville, NJ,
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- Register:** Thru **www.ClubRegistration.net** (Checks to Delaware PCA)
Registration now open for all PCA members and non PCA members
(non PCA members will receive confirmations after 8/15)
- Contact:** Stover Babcock (stover33@mac.com) with questions
- Price:** Friday, Advanced Day (available as part of the entire event)
Instructors \$ 75
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Saturday & Sunday
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SALE:** 1973 Porsche 914 1.7 – Bahia Red/Black interior, 24K original miles (a true barn find), 2008 Porsche Parade Class and Division Champion in Preservation Class. Appearance package, new tires (OEM size), brake rotors, calipers, lines, fluids and tune up. Car was never driven in snow or rain and is therefore in amazing condition. Interior is perfect and shows no signs of age. Hood was repainted in 1973 due to shipping damage and is starting to age, but paint still matches original paint on car and shines like new. The car comes with a Certificate of Authenticity from PCNA. This car is not perfect, but it is exactly as it was the day it was put on the showroom floor and is one of the best original 914's in the country. You can't un-restore a car, but you can buy this one. \$18,000/OBO. Jay Gratton (603) 498-8576 or jeg914@aol.com

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

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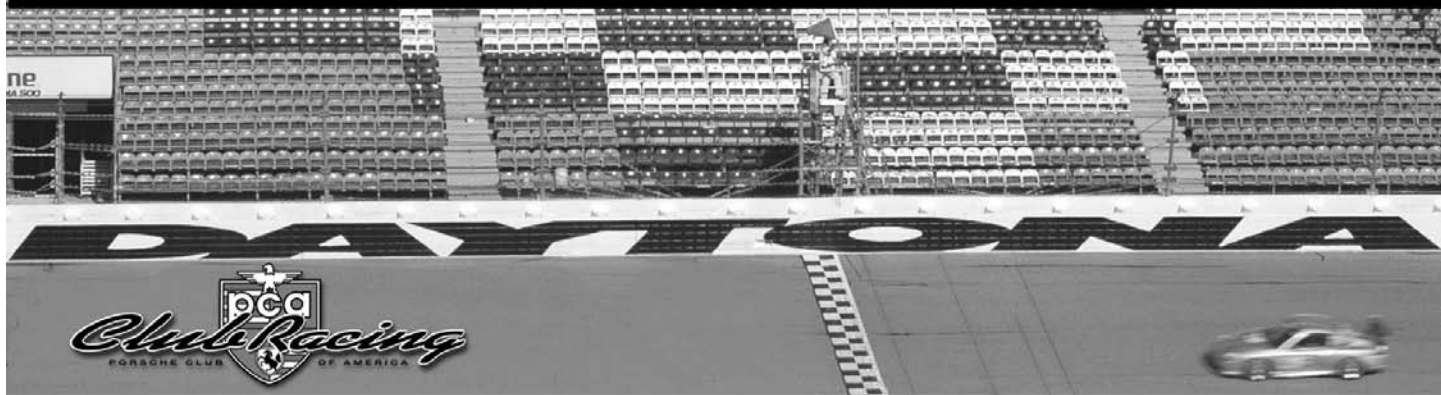
Call Jack Saunders @ (603) 536-4275 or email to (saundoj@suchmail.com)

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

continued on page 43 ...

Don't You Wish You Could Be Here At Daytona...You Can Be!

The annual "PCA OctoberFast Daytona Club Races", sponsored by the Florida Crown and Citrus Regions, will be held at the world famous Daytona International Speedway on October 10 -12, 2008. There will be four race groups, a total of 320 race cars, running both Sprint and Enduro races. There will also be advanced Solo DE sessions. You will run the same 3.56 mile road course that is used for the Rolex 24 Hours of Daytona, utilizing the infield road course and the high banks of Daytona! Registration information for this prestigious race event can be found at www.pcadaytonarace.com.



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... continued from page 4

does include dinner and breakfast so come take a mini vacation away from home.

I also want to let you know that we will be holding our Annual Shrimp Rally which was introduced to our region by Sandi and Don Johnson. They have graciously offered to coordinate the event again this year and it is tentatively scheduled for September 28th. Complete details should be available on the website shortly.

One of our new exciting events is an iRacing Motorsport simulator event to be held on September 27th at Porsche of Nashua. For those attending the August Driver Education event at NHMS you saw the iRacing simulator. Now, I have been told by both of our local club members who work for iRacing, Kevin Bobbitt and Jay Gratton, that this is not a video game. It actually simulates driving a track and has been used by many a well known motorsport driver to improve skills on the competitive tracks they drive. My only exposure to this was at the Parade when I volunteered to assist with the Zone competition which had a team competition using simulators. I am very interested in giving it a try myself since I did not get the opportunity at the Parade to actually use one of them. I also know that at the Parade event some of the settings available had been turned off so it was not as "true" as it could have been to simulating driving the actual track. Pencil it into your calendar, you will not want to miss this one.

Well I have dragged on long enough it is time for you to flip through this edition and see what everyone else has to say.

Have a great month; see you on the roads of New England!

Miriam



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Our mart has overflowed ... see page 36

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AD INDEX

- 27 Autowerkes
- 39 Ayer European Auto Restoration
- 42 Black River Design
- 13 Blair Talbot Motors
- 43 Dan Witmer (Porsche of Nashua)
- 43 David Churcher Photography
- 42 Don Osborne Photography
- Inside front cover
 - Porsche of Stratham
- 41 EPE
- 37 EXOTECH
- 42 Harry Robinson
(Porsche of Stratham)
- 43 Helmet Heads
- 30 HMS
- Inside back cover
 - IRA
- 11 iRacing
- 42 Iron Horse
- 43 Jonathan Carter
(Porsche of Stratham)
- 42 Kathy's Kitchen
- 43 Lavallee/Brensinger
- Back cover
 - Michael Bernier Agency/
Hagerty/Allstate
- 30 Meister Restorations
- 6 Porsche of Nashua
- 27 Parts Heaven
- 39 Precision Imports
- 43 Sports Car Workshop
- 42 Scott Murray (Wells Fargo)
- 43 Stibler Associates
- 42 Stevens Advanced DriverTraining
- 27 Stuttgart Northeast
- 42 Tires to You
- 40 Tool and Equipment Connections

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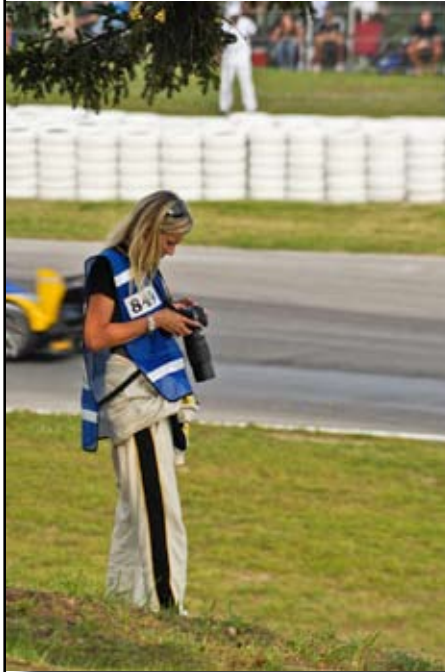
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Out of space ... again. But the editors are **NOT** complaining. Indeed, we want more guest contributors and more contributions from NCR members. Don't be shy. Have an idea? A request perhaps? You can find us at Northlander@NCR-PCA.org

And Mosport? Porsche did not win but it was one great race. Jack and David and Olivier were there. Stories, and photographs, in October.



In the October issue ...

Photographers
and
Porsches
at
Mosport



NEXT MONTH

Autocross #5

iRacing demo at Porsche of Nashua

Technical stuff

Mosport GP

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