

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 11 November 2008



In this issue:

New Porsche 911 intro, Shrimp Boil Rally,
Random Acts of Harmony, Last '08 DE at NHMS,
Balsams Weekend, Porsche of Nashua Car Show.



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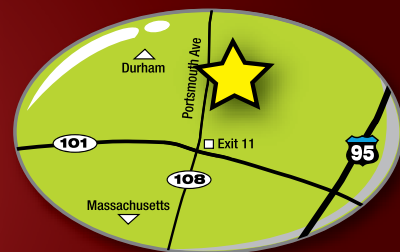


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NORTHLANDER

North Country Region
Volume XXXI Number 11

Porsche Club of America
November 2008

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

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Cover photos: Autumn in NH ...
Ivy Leonard and David Churcher

Photo credits:

Photo credits are noted on the pages with the photographs

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NOVEMBER
AT A GLANCE

Date	Event Information	Contact
Nov 8	Annual Banquet (30 yr celebration), C. R. Sparks, Bedford, NH; 6 PM ~ 10 PM; DJ Biggie	social@ncr-pca.org



Miriam Dunster

It is important to note that with 2009 there will be a few open chair positions ...

Hello Fellow Club Members,

As I write this column the wonderful fall colors are dwindling while the leaves accumulate on the lawns, one of the many signs of the neutral season arriving soon. Another is the reduced activities on the North Country calendar, the invitation to the annual banquet and of course the election of new officers. As most of you have seen by the receipt of the 2009 ballot in the mail I have decided to only run for two terms versus the three year limit. The nomination committee has presented us a ballot with diversity amongst experience, years of membership as well as age. It is the hope of all the board that you will show your support of the proposed board by turning in your ballot.

If you have not made your reservation for the 30th Anniversary banquet I would advise you to do so promptly the event will be held central to most of the membership at CR Sparks in Bedford on November 8th.

Even though the calendar looks sparse this time of year some of the items are vital to the clubs success. One of those is the planning meeting which is normally held in December. This activity builds the base of the next calendar year along with the proposed event financials. If any club members would like to see a specific activity on the calendar now is your time to voice that suggestion to a board member or event chair. I can state

with certainty that both the Driver Education Chair and Autocross Chair are already working the 2009 calendar with the hosting sites available to us in New England along with fellow regions within Zone 1. However we do sometimes encounter restrictions regarding dates and site availability which could make it appear that we are not listening to some of the members who would like more of these activities closer to home, but that is not the case. The number of car clubs and other sport activities requesting use of these limited sites does reduce the volume a single club can acquire. So please remember that when you see the 2009 calendar unfold in the upcoming *Northlanders* and on the website.

It is important to note that with 2009 there will be a few open chair positions I would like to take the time now to announce them to the membership along with my gratitude for the work they have performed for a number of years. Don Johnson has decided to step down as our Rally chair. This was announced at the Shrimp Boil, our last 2008 Rally event. Don has promised he would be available for a consultant fee for the individual who would like to step into his shoes, just kidding. Don does offer a wealth of Rally knowledge and experience and we are very said to hear the news but understand that it is sometimes needed to get a new perspective on things and he is wise to know when the limit has been reached personally.

continued on page 35 ...



David Churcher

On women, Porsches, and some mistakes I have made ...

The three subjects I have highlighted above are not necessarily related. I needed to get your attention, and now that I have it, I will explain.

Last month I bloopered big time. I misspelled the name of a colleague. This is a cardinal sin in journalism. I must apologize to Rainer. I made the initial misspelling and continued to repeat it thru the article (don't shoot me on this, I didn't know it was wrong – co-editor). Rainer, I hate it when I am called "Churchill" so I know the effect of a misspelling. You can call me Churchill for a month if you like. Sorry.

The article referred to above is the one on Jerry Dascoli. The conversation between Jerry and I was very animated and fast so I did not spoil the continuity by writing notes or using a tape recorder. The result of that became a few items missed, or wrong, when I did relate everything from memory to tape as I drove from Jerry's place to North Conway. The following paragraph has a few notes on fixes:

The backlog at Meister restoration is not two years. It is five. I missed mentioning the Ducati in the bike collection. The big jeep I mentioned is actually a Bronco (apologies to all the Mopar fans – co-editor). The 1948 jeep I mentioned is a 1947. And Jerry's Porsche SC is not a 1963 ... it is a 1964. The lightened 914 is not 1700 pounds but really 1950 pounds. I think I need a new technique for collecting data on my interviews ☺.

You might think from the above I have had a bad month. Oh, no. Plans for the October and November issues of

Northlander were in place and unfolded in to a wonderful series of events. My two buddies Tracey and Ivy helped out. We planned an autumn and pumpkin theme. Cover photographs would spell out "autumn in New England" and with a little help from Harry (Porsche of Stratham) we achieved our goals.

The October cover was made at Swazey Park in Exeter on the day of the 997 intro. Harry was kind enough to loan me the car for a time and I was mean enough to grab an extra 20 minutes. Well, what could I do? A 997, a Nikon, and, a beautiful day. Sorry, Harry...but thanks!

What could have made the above day better? Two nice ladies for company would do it. The following weekend was to be a shoot with Tracey. A few shots of her "other car" ... the Jaguar. And later in the day we would meet Ivy and shoot a Cayman in the leaves and do the great pumpkin search. New England weather gave us a not so sunny morning for the Jaguar shoot but it was ok. Ivy arrived as planned at 2:30 and, wouldn't you know it, the sun came out! Again, with a little help from Harry, we were off with a new Porsche, a Nikon, and two nice ladies.

We went to a couple of popular vegetable stands in the Stratham and Newfields area where we were warmly welcomed and told we could shoot and enjoy ourselves. We did exactly that. Ivy and Tracey decided to do the great pumpkin search and select two suitable pumpkins each to use as props (mine cost \$2 each and Ivy's cost \$5 each – co-editor). This lead to some wonderful photographs that I am not sure I can put them on the cover of *Northlander*. Being the very conservative photographer/editor I am I will edit the

continued on page 30 ...

7 Northlander



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Lisa Roche

New Members:

Hugh Boddington
Warner, NH – 1984 944

Jimmy Locke
Tary Locke
Center Barnstead, NH – 2005 GT3

Frank Patterson
Exeter, NH – 1990 911

Carsten Schanche
Londonderry, NH – 2000 996

Mark S. Schnoerr
Sigrid Schnoerr
Bellingham, MA – 1974 914

Craig W. Vanier
Chester, NH – 1978 911SC

Member Anniversaries:

1 Year:

David M. Connaughton
Windham, NH – 1963 356B

Joseph F. Costa
Eva H. Bleich
Campton, NH – 2007 911

Claire L. Dors
Thomas E. Dors
Bow, NH – 2007 Cayman

Jim Fenn
Grantham, NH – 1987 944

Eric A. Peterson
June-Marie Peterson
Meredith, NH – 2001 Boxster

Robert S. Rudowsky
Hampton Falls, NH – 1985 911

2 Years:

Keith L. Bazarnick
Jesse Bazarnick
Mont Vernon, NH – 2002 911

Leslie M. Grossman
Concord, NH – 1986 930

Stephen M. Lefebvre
Susan Kelley
Assonet, MA – 2007 911

Ronald J. Mann
Concord, MA – 1990 944S2

Daniel M. Monfried
Joy Monfried
Bedford, NH – 2006 997

Declan Mulready
Cathy Mulready
Derry, NH – 1996 993

William H. Sensenig, Jr.
Plainfield, NH - 1990 911

Lewis J. Surdam
Toni Surdam
Milton, MA – 2003 911

Harrison P. Wareham
Joanna Henderson
Contoocook, NH – 1977 911

5 Years:

David B. Heron
Reading, MA – 1983 911SC

Gordon R. Loveless
Ben Loveless
Bedford, NH – 1985 944

Brett Wright
Sandy Predom
Mt. Holly, VT – 2001 Boxster

continued on page 40 ...

Make-a-Wish Recap and my weekend with a Cayman S!

By Paul Tallo

We also continue to increase the amount we raise and contribute each year.

It's been awhile since I wrote for the *Northlander*. Not a lot of folks necessarily want to read about NCR Board Meeting minutes from the secretary, but for this column, I will put on my other hat as NCR Charity Chair and give a big thanks to all the club members (both NCR and visiting regions), friends and families who made our annual Make-a-Wish event during the August Drivers Ed event a success again this year.

An earlier *Northlander* issue has shown the pictures of smiling kids getting rides in cars. I've had the opportunity to attend other Make-a-Wish events and have had families from previous years approach me and tell me how much the kids and families appreciate the time and effort that we donate – that certainly should give us all a good feeling.

We also continue to increase the amount we raise and contribute each year. NCR recently sent a check for \$7,000 to Make-a-Wish New Hampshire, based on the August event and Track Samplers from other DE events during the year. Our Instructors gave over 40 Track Sampler rides during the August weekend event! Thanks to all those instructors and to Steve Gratton and Miriam Dunster for their assistance in shuffling all those people into helmets and instructors' cars for their Taste of the Track "Sampler" Ride. So we not only increased our number of Track Samplers and sold all the T-shirts, but we also had a great variety of cars, minivans, etc out there for our Parade Laps.

I have found a new "market" for the Charity Parade Laps. We usually think of getting the kids out for rides, but one member's retired father was at the track thinking that he would be a passenger in his son's 911 for the parade laps. I explained that anybody could take out their street car. He said "No, I couldn't do that," but by the time the noon session rolled around, we had his Pontiac Bonneville sedan staged for the parade laps. He had a blast, and has pictures to prove to the gentlemen at his weekly retired men's breakfast that he drove his car around the speedway at NHMS. I think he'll get a lot of mileage out of those pictures and stories! Maybe next year we'll have a "Bring your parent's car to the track" theme in our parade laps!

Thanks to Porsche of Stratham, who not only was the August DE event sponsor, but also surprised us on Saturday with a Cayman S that they wanted *somebody* to drive as the pace car for the Parade Laps. OK.....twist my arm, if I must..... I certainly did "behave" and followed the speed limit and rules of the Parade Laps to keep it a safe event for all our families, but gee....I could imagine that Cayman S on the track....

On another Charity (and Cayman S) note: At our annual NCR car show which raises money for the New Hampshire Food Bank, our other dealership sponsor, Porsche of Nashua, again put up a raffle prize of

text continued on page 35 ... see the photos on page 36



Judy Hendrickson

LOOKING BACK

Looking Back

By Judy Hendrickson

This month's selection is a double dose. That is, there is a cartoon from the November 1978 edition of *Northlander*, Volume 1, Number 11 and a narrative selection from the November/December issue of *Northlander*, Volume 11, Number 6. The editor in 1978 was Jim Smith (now in Downeast Region) and in 1988 Don Osborne was editor. I thought the latter article particularly pertinent as it covers the first NCR rally win for the perennial winning team of Jim and Deb Gratton and I believe the November 2008 issue will include highlights from their latest win at the Shrimp Boil Rally in October 2008. It also covers an event somewhat reflective of our October weekend at the Balsam's. So sit back, relax and enjoy some nostalgic text and photos from NCR's archives.

From 1978

Something many of us should seriously consider during the off-season in order to get the weight down in that AX, DE or Club Racer. ☺

From 1988

Action In Jackson Our First Ever Multi-Region Weekend

by Don Osborne

What better way to celebrate our 10th anniversary than to return to the beautiful little town of Jackson, in

the heart of New Hampshire's White Mountains, for a fall tri-region rallye, awards banquet and tour of a private, world-class automobile collection. Electing to return to the picturesque Eagle Mountain House, site of our 1st ever ski outing, the event was held over the weekend of November 4-6. Drawing over 40 members from North Country and Downeast regions (sadly, no members of Green Mountain Region were in attendance. Maybe next year!), we saw many familiar faces as well as newcomers and honored guests. Bob Moir, our Zone 1 Representative, and his lovely wife, Joan, drove up from Chester, New Jersey, to join in our festivities. Rand Surgi, President of Downeast Region, arrived with his wife Kathy in their 1957356A to give the 944's a run for their money in Saturday's rallye. Other Downeast members in attendance included Les and Margaret Dean, Liz Silverman and her mother, Sally Wiggins, and the Tom Sawyer family from Bangor.

Local weather forecasters were calling for rain to move into the Mt. Washington Valley by mid-day Saturday, a relief from earlier forecasts for possible snow. Nonetheless, disappointing weather for a rallye. As luck would have it, we received only a few isolated showers and a patch or two of fog along the 125 mile, 2-part course designed by president Don Barnes. Looping through scenic portions of the White Mountain National Forest, with a steep climb over the top of Hurricane Mountain, in

the morning leg terminated at the Bethel Inn where we stopped for a stretch and a bite of lunch.

Armed with a second set of instructions and a brand new (and longer!) list of random questions we set off again, at two-minute intervals, on the afternoon leg. Working our way south from Bethel, we passed through Waterford, Bridgeton, Denmark and W. Brownfield, Maine, before re-entering New Hampshire. Then it was up through Conway, west through the Rocky Gorge Scenic Area, around Bear Mountain (How many teeth did the Cliff House bear have?) and back to Jackson byway of Bartlett and Glen. Those last few questions were difficult to answer as darkness came very early. How many were able to see the "clock, bell and Ram" on the building in Storyville? Storyville?? Everyone did make it back to the Eagle Mountain House though, and all were in agreement that it was a great rallye course with some very challenging questions.

Edgar and Nancy Broadhead graded the quizzes and tallied the scores while the rest of us got cleaned up for dinner. Results were announced at the pre-banquet cocktail party and newest members Jim and Deb Gratton walked off with top honors [see chart for complete results.] The Gratton family has provided some stiff competition this season. You may remember that it was brothers Steve and Jim who took 2nd place in our 1st Ever Spring Rallye at Ed Byrnes in May.

Following a lovely dinner in the Crawford Notch room, Bob Moir addressed the group and expressed not only his gratitude for the invitation to join us, but his encouragement to hold similar multi-region events in the future. Before turning the podium over to Membership Director... excuse me!... "Lifetime Membership Director" Steve Kaplan, Don Barnes conducted a brief election for the

1989 slate of NCR officers. Results were as follows:

President: Don Barnes
Vice President: Forrest Sewall
Vice President: Dick Minesinger
Recording Secretary: Beth Holden
Treasurer: Vicky Ayer
Newsletter Editor: Don Osborne

Don then presented lovely engraved awards to the top four Rallye finishers as well as plaques to the 1988 officers in appreciation for their service to the region. Particularly deserving of recognition was outgoing Vice President (and past NCR President) Ray Ayer.

Three additional awards were then presented by Steve Kaplan. Reviving a past custom of recognizing an "Enthusiast of the Year," Steve proceeded to re-cap the activities of this year's recipients, Rob and Linda Morse (see "profile") and present them with a lovely engraved plaque in recognition of their achievement. Michael Grishman (a founder and first president of North Country) was then called up to the head table to receive a beautifully framed certificate, signed by PCA President Dennis Thovsen and Secretary Drayton James, in recognition of 20 years membership in the PCA. It was then my pleasure to receive a copy of the marvelous book *PORSCHÉ – Portrait Of A Legend* for my efforts in reviving *Northlander* to its present status as a bi-monthly publication.

Before retiring to the Eagle Mountain room to relax and be entertained by piano virtuoso and vocalist Billy Glynn, a drawing was held for the many wonderful door prizes donated by a few of our loyal supporters. A host of Porsche products including custom 944 floor mats, calendars, posters and clothing were generously donated by Ed Byrnes. Dave Woods of Pro Auto Detail (a new advertiser

and contributing writer) donated a complete exterior auto-detailing job. Other prizes included a free lube & oil service from Pine Hill Automotive, a bucket full of cleaning and detailing products from European Auto Restoration and a selection of North Country T-shirts from the region. On behalf of our entire group, I'd like to thank these folks for their generous donations.

Following Saturday evening's torrential downpour, sky conditions rapidly improved as a front moved through the area. We awoke on Sunday morning to find ideal weather for our "spirited" drive to the estate of Bob Bahre, in Paris Hill, Maine. Bob, a successful real estate developer (and former owner of the Oxford Plains Speedway), had kindly consented to open up his spectacular, 60-car, vintage collection for our viewing pleasure. Bob began his serious collecting in the early '70's, amassing a "world-class" collection in a very short period of time. Concentrating on early Packards, he quickly expanded his interests to include Duesenbergs as well as rare examples of other famous makes. Chris Charlton, an employee of Bob's, was kind enough to give up his afternoon to open up the hospital-clean building that housed the Bahre collection and to answer our many questions. Noteworthy among the many beautifully displayed cars were the following:

* 1929 Duesenberg Model J Derham Roadster (one of a kind)

* 1935 Duesenberg JN Rollston Convertible Coupe (1st in Class at this year's Pebble Beach Concours d'Elegance, in Carmel, CA)

* 1934 Packard LeBaron Boat Tail Speedster (a gift from Carol Lombardo Clark Gable)

* 1934 Rolls Royce Custom Coupe (built for the Duke of Windsor)

* 1937 Mercedes 540K Special Roadster (originally built for the King of Afghanistan)

* 1934 Hispano Suiza J12 Fernandez et Darrin Cabriolet (another 1st in Class at Pebble Beach this year) and the list goes on!

A quick coverage of this truly remarkable private collection does not do it the justice it deserves. Hopefully, it can be the subject of a feature article in a future *Northlander*. Suffice it to say, it was one of the highlights of our weekend and one we'll remember for years.

Our many thanks to President Don Barnes, the members of the Board of Directors, our sponsors, Bob Bahre, and the staff at the Eagle Mountain House for helping to make the weekend a tremendous success. We look to the future, and the next 10 years of North Country activities, with great enthusiasm. We encourage those of you who (for one reason or another) were unable to be active this year, to come out and help us make 1989 a record year for North Country Region.

1st Ever Tri-Region Rallye Results

**Place Driver/Navigator
Car Model
Points**

- 1 Jim Gratton/Deb
Gratton944 272.5
- 2 Rand Surgi/Kathy
Surgi(Downeast Region)
356A 242.5
- 3 Dick Minesinger/Lynn
Minesinger
944 239
- 4 Don/Sandy Osborne
BWM 536is 224
- 5 Tom Sawyer/ +3 more
Sawyers(Downeast Region)
MB 190E 215.4

- 6 Jeff Boryszewski/Walter
Boryszewski
944 214
- 7 Richard Henderson/Elizabeth
Henderson
944 203.4
- 8 Bob Elliott/Kate Miles
928S 193.5
- 9 Homer Chalifoux/Judy
Chalifoux
944 Turbo 171.5
- 10 Peter Sabbow/ Christina
Sirian
944 Turbo 169
- 11 Les Dean/ Margaret
Dean(Downeast Region)
914 151.5
- 12 Liz Silverman/ Sally
Wiggins(Downeast Region)
944 145
- 13 Rob Morse/Linda & Timmy
Morse 911 143

"ENTHUSIASTS OF THE YEAR"

Rob & Linda Morse

- May 1988:**
Purchase 1988 911 Coupe
- May 1988:**
Join North Country Region, PCA
- May 1988:**
Enter 1st Ever Spring Rallye at Ed Byrnes
- July 1988:**
Attend 33rd Porsche Parade at Pike's Peak, Colorado
- August 1988:**
Enter 1st Concours d'Elegance at Kennebunkport, Maine (2nd place in class)
- September 1988:**
Enter Northeast Region's Concours at Harvard, Massachusetts (1st in "serious" class, 1st overall)
- October 1988:**
Enter 1st Driver Education Event at Bryar Motorsport Park.
- October 1988:**
Enter "Autumnfest" at Roanoke, Virginia, sponsored by Blue Ridge Region. (1st in Concours class, best overall, 2nd in Autocross and 8th in

Rallye)
November 1988:
Enter NCR 10th Anniversary
Weekend Fall Rallye

*all this with two sons (ages 4 and 7) aboard a 17-year old motor home with a 911 in tow.

JDH Note: Rob, Linda and the boys were later selected as PC's Family of the Year. The family later moved to Florida and then North Carolina. Sadly, Rob Morse passed away in 1996 from complications from a brown recluse spider bite. Linda has since remarried and lives in Waynesboro, VA. I still see her and the boys at PCA Parades now and then, but motocross versus Porsches keeps the family busy these days.





Paul Frucci

Sadly, the 2008 DE season for NCR is over, although as I write this I am preparing for one more event at New Jersey Motorsports Park with New York Metro Region at the end of October. It's not as cold down there and the timing just worked out. What can I say? Our season finale had nice dry weather, no incidents beyond a few mechanical issues, and it was capped off by a great lobster and steak dinner at Makris's. If you missed it, you missed a good one.

I think our season was a definite success and we had a record number of "newbie's" come out and try DE for the first time. Our instructed run groups were totally sold out at NHMS all year, and it's great that we are getting new blood into the program. The other positive thing about the 2008 season was the very successful partnership with Northeast Region which allowed us to co sponsor events at Mont Tremblant, Calabogie, Watkins Glen, and Mosport, as well as our own hosted events at NHMS. We will be continuing that partnership in 2009.

A few years ago I would have said we are not a "traveling" region. Well I'm here to tell you that we probably have tripled the number of our members in the last three years who are enjoying the fun of experiencing different venues as well as the camaraderie that is so much a part of these events. I think the highlight of the traveling part of our season were our back to back events at Mont Tremblant and Calabogie in July. We will most definitely be doing it again in 2009 and I should be able to share the complete calendar with you in the December update. For those of you who missed last month's update, our NHMS calendar will be as follows:

May 18th will be our opening event at NHMS and will be a Novice day and Car Control Clinic agenda. This will not be a traditional DE day but rather will be focused on introducing new drivers to the sport and car control skills. We will be jointly hosting this day with our friends at NER. Details have not yet been fully

fleshed out beyond getting the dates and agreement with NER to run it jointly, but as we get into our planning and details are worked out I'll make sure we make them available here in the *Northlander* and on the NCR web site.

May 19th and 20th will be our official "Season Opener": the first two traditional DE days at NHMS with a full schedule for all run groups.

August 14th, 15th, and 16th will be our annual "Heat of the Summer" event which will once again include an advanced drivers only day on the 14th, and our charity laps/activities on the 15th and on-track dinner.

October 12th and 13th will once again be our closing event.

As a note, I have been made aware by NHMS that our August event could possibly be moved to another date pending some events being scheduled by NHMS senior management, but as of this week we are still good to go.

We are also hoping to have a winter educational session, probably in the February time frame. Details to follow once we get it organized.

As we wrap up the 2008 season, I once again want to acknowledge the hard work and dedication of our DE team: John Lussier (Registrar), Lisa Roche (and Joe Kraetsch, onsite registration), Fred Bussiere and Mark Watson (track operations), as well as Edgar Broadhead and Mark Nadler, our track stewards. What you see as a smooth running event entails a lot of time and energy behind the scenes and these guys are the best!

In other news, my search for a replacement track car ended with me joining the growing cult of RSA owners in NCR. The car I looked at in Chicago and decided to pass on last month ended up being my choice after the owner decided to lower the price enough to compensate for the

continued on page 14 ...

the Talbot Times

Fall/Winter 2008

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Vol. CLVIII... No. 911

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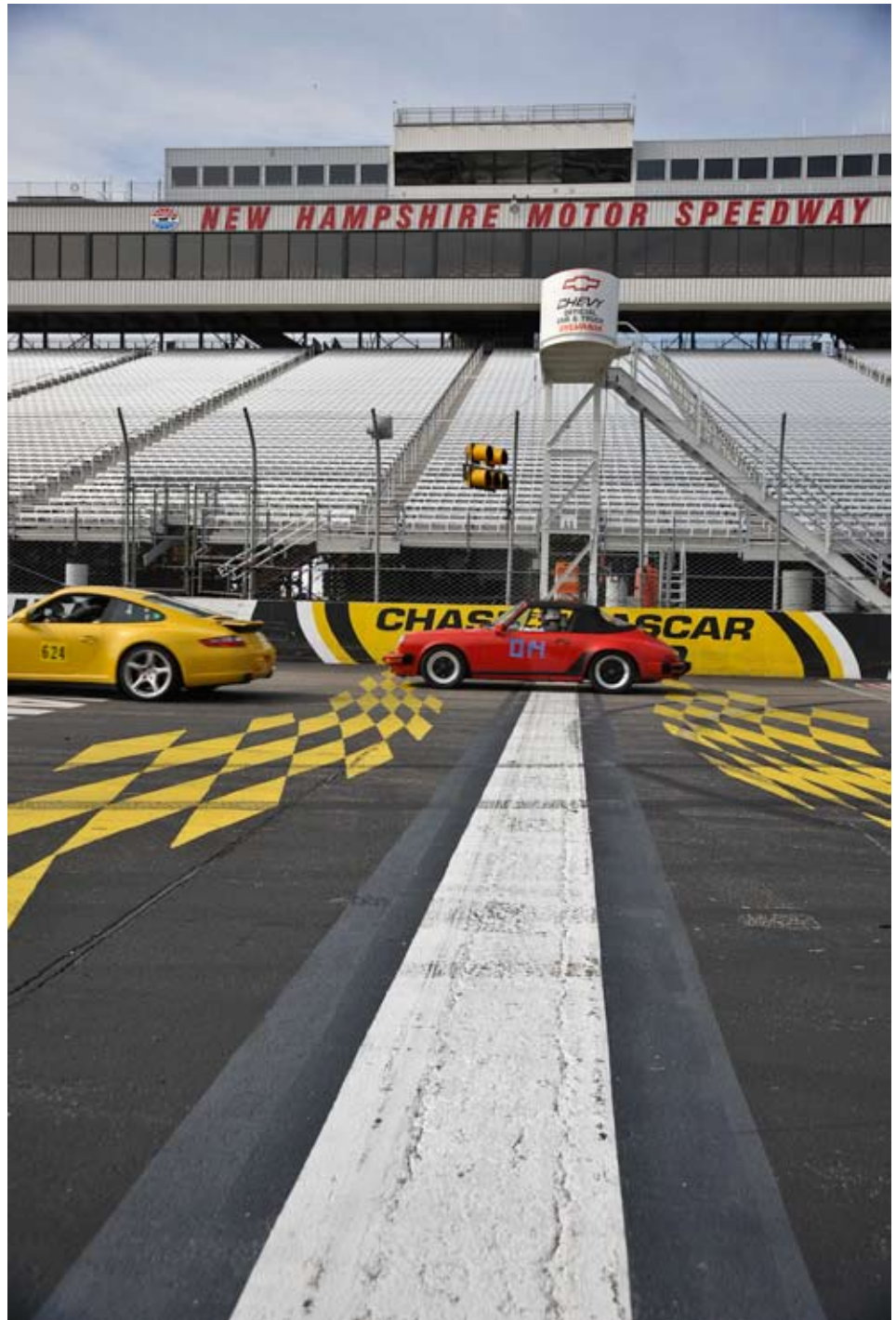
DIRECTIONS: From I-95- take Spaulding Turnpike, exit 8W (sign says "Madbury"); RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive; after bend, #89. WELCOME!

DE

.... continued from page 12

issues I had with the car. I ran it for the first time at our season finale at NHMS and am very pleased with it so far. Still have some learning to do to adjust to a new car, but it's going to be a lot of fun. Paul Jacques brought my 993 back to life and brought it to NHMS as well. He did an absolute stunning job on the car. Frankly, I was blown away by the quality of the work he did as I stared longingly at it in the paddock. It is beautiful. And fast with Paul at the wheel, as I also experienced him blowing by me on the track. ☺ A good driver he is. Remember, it's not racing!

Well that's it for now. As always, please send me your comments and feedback at de@ncr-pca.org . Have a great Thanksgiving and we'll "talk" in December.



Photos from the final 2008 DE at NHMS
by David Churcher

997 INTRODUCTION AT PORSCHE OF STRATHAM

Text and photographs by David Churcher



Just another beautiful autumn day in NH. Actually, it was a little cool and damp but that did not deter the enthusiasm of NCR members and some non-members who arrived at Porsche of Stratham to see, and sample, the new Porsche. The weather was offset by hospitality and good German food served with strong coffee.

The new Porsche: how does it feel? This particular editor went off with a PDK version and found it a bit different to his 1984 Carrera. Just for a starter the view over the hood is quite different and the acceleration is awesome. Not needing to shift or find the clutch is at first confusing but soon becomes natural. Paddle shifters are a treat and soon become natural. Although one NCR member noted: "one must change hand positions because an unscheduled downshift can (did) happen."

The sound system is awesome. I agreed with Judy on that point right away. We soon discovered I was referring to the music and Judy was referring to the

exhaust system. There is options available for both systems.

It was a great day and the enthusiasts came and went all day long. Five of the NCR hard core ended the day at dinner discussing the 997, recent models, and older Porsches. We give the 997 a thumbs up.

And we give Porsche of Stratham two thumbs up for their hospitality and allowing us a ride in the new car.



Good food and strong coffee make for a great start on a brisk day. Kathy (left, at far left) had cooked up a wonderful German- inspired menu for the enthusiasts. Judy (right) was impressed with the 997 and liked the "sound system".



2008 ANNUAL SHRIMP BOIL RALLY, Sept. 28th

Photographs by David Churcher

Our writer for the Shrimp Rally was unable to get the story to us in time for the publishing deadline. Look for it in our December issue. Photos below: Don Johnson explains the instructions and Larry Synger checks on the weather.





The weather wasn't exactly sunny but it did not effect the beautiful autumn colors along the route to Paul and Lindsay Frucci's house.





Art glass trophies were awarded to class winners. Deb and Jim Gratton won the overall event ... Deb accepted the trophies while Jim was out walking the dog.

RANDOM ACTS OF HARMONY

Text by Dick Kruppa

Photographs by David Churcher



Random Acts of Harmony provided the musical entertainment following a fall foliage excursion and family-style dinner at Lake Shore Farm Inn, Northwood, Sunday evening, October 5th. One of the trio's members is Dick Kruppa*, NCR member since 2001. Dick has been a PCA member since 1966, but his association with music goes back even farther. He recorded pop singles with a group called the Crysteles during the "Doo Wap" days of the fifties. His folk group in the sixties, The Frontiersmen, opened for the Beach Boys and The Lettermen at the height of their careers. He's never taken time off from his Porsche interests; he's owned a dozen over the years from early 356s to an exciting 944-S2, and presently drives an '88 944. But his music career took second fiddle (pun intended) to family

and career demands until retiring and relocating to Exeter in 2001. In 2006 he hooked up with Rob Becker, who spent several years on the road as a folk singer in the '70s, playing at more than 300 college campuses and doing a show with Pete Seeger, and Pete Aucoin, a fine musician who can play just about every stringed instrument ever invented. Together they have been entertaining around New England at Festivals, concerts, music clubs, arts events, and for private gatherings with their traditional and contemporary folk tunes. Known for their crisp and tight three-part harmonies, the *Atlantic News* said about a recent concert at Exeter Town Hall "...the vocals had listeners fixed on every soft melodic note." Their music can be heard at: myspace.com/randomactsofharmony

* Dick Co-founded Maumee Valley Region in Ohio where he lived for 35 years, and is Past President of Mid-Ohio & Maumee Valley Regions, PCA.



The group of Porsches followed the bright red RSA thru the foliage to arrive in time for cocktails and conversation. The dinner was a sumptuous country style meal followed by great music from Random Acts Of Harmony.



EASTER SEALS OF NH CAR SHOW AT PORSCHE OF NASHUA

Text by Tracey Levasseur

Photographs by David Churcher



Mid October is not usually known for its big car shows here in New England. People are either busy buttoning up their homes for the winter or leaf peeping, and several have already put their special cars to bed for the long winter ahead.

But for some of us, getting in that last "show & shine" and donating to a good cause takes precedence over raking leaves and taking in the lawn furniture. At least that was the hope of Raymond Sousa of Porsche of Nashua when he organized the First Ever Easter Seals Car Show.

It proved to be a typical October morning, dry and sunny and 30°F as I headed to Exeter to pick up David Churcher for a day of wandering a

lot full of fine autos and talking car talk with their owners. And of course taking photos of all the eye candy to show the NCR members who couldn't make it to the show!

When we arrived, Judy's 356SC "Der Tub" was in plain sight, reassuring us that not all NCR members had traveled north to the Balsams Resort. So I parked in the "British" car area and quickly registered and paid my donation then headed over to clean the dust and bugs off while Shutterbug Churcher took off to see the sights. By now it was a balmy 44°F and a brisk wind kept sweeping leaves across the lot, into my car grooming bag and right into my car. Ah well, I didn't come to win anyway.

Not long after that David and I met up again to walk the lot together comparing notes on which cars we wouldn't mind owning. He didn't find Judy nor did he see any other NCR members or their cars. Hmm. Were we the only ones present? If so, we hadn't even brought a Porsche!

Well that was okay, because there was a healthy gathering of Porsche entrants. In amongst the newer 911s and Caymans were several 928s, including one with strange "eye stalk" headlights that grew out of the holes where the normal flat ones should be. This gave the car more of a lobster appearance than a shark! The early 911s were represented by a lovely 1969 911S and a Targa. There were also a couple 944s including

the rarer cabriolet who we discovered later belongs to an NCR member. He enthusiastically recounted his restoration story and even showed us the horrific "before" photos.

Adjacent to Judy's car sat two jaw-dropping retired Porsche race cars complete with sign boards declaring their respective races, wins and drivers. The 910 and 917 Spyder belong to Mike Amalfitano, owner of Amalfi Racing in Gilford, NH. Mike was mingling with the other car owners and at one point joined David and me. A humorous, down to earth chap he said earlier a spectator stopped by his cars and told him they were very "nice replicas." Mike said he couldn't figure that out, especially since that guy hadn't been out in the blazing sun all morning!

The non-Porsches, while not as rare and priceless as the Amalfi race cars, were none the less spectacular. Italy was represented with two newer Lamborghinis and an older Ferrari. A TVR, my Jaguar and a pristine Lotus Europa paid homage to British engineering. And closer to home, American cars made up the next largest group right behind the Porsches. They started with an old Ford hot rod, a metallic midnight blue Corvette Stingray and that always eye-catching, still quite modern looking stainless steel DeLorean made famous in the *Back to the Future* movies. The newer models included the retro Dodge Challenger, the retro Ford GT40 in classic Gulf blue and orange paint and a monster-sized custom Ford utility vehicle that had to be 15 feet tall and had six doors (not including the hatch). There was a metallic snake skin green 2008 Dodge Viper SRT10 coupe when we arrived and within a half hour another one the same color, year and model only in convertible showed up and parked next to the first. The owners never met before but discovered their cars' VINs were sequential.

continued on page 26 ...

November 2008





Eye Candy ... indeed. The shutterbug had a great time with the brilliant colors of the Vipers, the GT40 and the Jaguar.

And Judy had a great time ... taking home the trophy for People's Choice.



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... continued from page 23

So where were all the other NCR members? After a while Matt & Xana arrived followed by Judy and Jim & Deb Gratton. They had all been in Lowell, MA, cheering on Jaime Gratton who was running a marathon. But at least they all made it for the winners because our own Judy took home the Peoples Choice trophy for her meticulously restored 1965 356SC cabriolet.

Although Ray Sousa anticipated 50 cars that day, only 35 were entered. Arguably, however, 35 high quality, exotic and historically significant vehicles makes up for the quantity. That, coupled with the amount of donations to the Easter Seals, adds up to quite a successful late fall event. An event Porsche of Nashua plans to repeat next year. I just hope we can wrangle up more NCR members.





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GRAND PRIX OF MOSPORT

CONTINUED FROM THE
OCTOBER ISSUE OF
NORTHLANDER

By Jack Saunders

The main message to take away from this "ethanol from corn" fiasco is that we can't rely on our government (at least the current one) to do the whole job of saving the USA from its environmental and energy problems.

Editors' note: Due to an editorial malfunction we did not indicate this article would be continued from the October issue of *Northlander*.

3. Mobil 1 (Sponsor of the Mosport Grand Prix - ALMS) The Record so far = 87 ALMS victories chalked up for Mobil 1.

Lube oil compositions are tailored to suit new driving styles as well as fuel difference like diesel, gas and ethanol. Note: reductions in zinc and phosphate based additives (to reduce corrosion of catalytic converters) have caused excessive cam and lifter wear in air cooled Porsche engines. So it's important to verify that your oil has the correct amount of ZDP.

Miles between oil changes are continually increasing. Synthetic oil molecules are more uniform than natural mineral oil molecules resulting in less friction between the oil and the lubricated surfaces, reducing friction losses thereby improving engine efficiency. Also it can flow to distant, tight clearance engine components more quickly reducing wear during starts.

Newer engines have tighter bearing clearances requiring thinner, less viscous oils for quicker flow to and entry into the journal bearings. Note: if you've had oil leaks and used additives to stop a leak, then you will get sludge and the oil leak will resume, after your first use of Mobil 1.

You can mix lube oils safely – but beware of the possible release of sludge caused by the Mobil 1 cleansing action. To be safe dump the combined Mobil and old oil after a short time to purge the sludge from the engine.

4. Porsche Driver Question/Answer Session

Dirk Werner who drives a Porsche 911GT3 RSR in the GT2 ALMS Class for Farnbacher Loles Motorsports (where many Zone 1 Tech Tactics events are held in Danbury, CT) was our presenter at this event. By the way, many drivers consider MOSPORT one of the most challenging tracks in the ALMS because of

quick, blind corners that still require quick turn-in speeds and demands driving at the driver's and car's limits.

Question on heat in cockpit during long races. Answer: air conditioning is sometimes available via helmets, but in the near future the whole cockpit will have some sort of AC.

Question on physical conditioning programs to keep drivers fit for the long gruelling stints in tight quarters at high G's: Answer: he, like Penske/Porsche's Pat Long, religiously follows aerobic and anaerobic exercise programs along with good nutrition. He quipped he might be able to back-off a bit once the cockpit AC is introduced.

Question on his interaction with the race engineer and crew chief on optimizing the set-up of his car during practice. Answer: these days key engine, chassis and suspension components are instrumented and the data is either recorded on tape in the car for later analysis in the garage and/or telemetered, in real time back to the engineer in the pits where it's evaluated and corrective adjustments are decided upon before the next pit stop. The driver input is important, but the data tells the story, informing the engineer on the fine-tuning to be done.

Dirk quipped that these recordings are a good training and learning tool, but the downside for the driver is that he can't cover up his mistakes which show up clearly during the analysis.

Though the question wasn't posed, I'm assuming these ALMS drivers, though extremely skilled, probably use simulators, like iRacing's system to become acquainted with new or unfamiliar tracks.

Finally, the question on Green Racing came up and its challenges became clear:

1. Going to ethanol in general has performance compromises as well as potentially added engine problems as follows:

a) Ethanol has 1/3 less BTUs (energy) than gasoline which means either larger gas tanks or more pit stops. The race teams have decided to increase the tank size.

b) Ethanol evaporates more readily than gasoline, causing pollution as well as loss of fuel mass.

c) Ethanol is anhydrous, meaning it absorbs moisture over time and can collect enough water in the fuel to damage the fuel system components, like injectors as well as some loss of performance.

2. And the real downside of making ethanol mandatory – when it's made from corn (as it is in the USA) – is that it fails to provide either environmental improvements or energy independence, because fossil fuel from the Middle East must be burned to grow the corn (fertilizer, farm machinery, transport, etc.) and then to convert the corn to ethanol. Unfortunately an unintended consequence of choosing to subsidize farmers and agribusiness to grow corn for ethanol is the price of corn becoming unaffordable for the poor of the world leading to food riots. This crisis will continue until the U.S. rescinds its counter-productive ethanol policy which now mandates 10% ethanol in gasoline (probably increasing).

However, ethanol made from cellulosic material that grows naturally like brush, wood waste and biomass is appropriate. Several race teams are using E85 or 85% of the fuel is cellulosic ethanol and 15% gasoline.

Beyond the question of cleaner burning, renewable fuels, hybrid powered race cars are being considered and may be introduced in the near future.

The main message to take away from this "ethanol from corn" fiasco is that we can't rely on our government (at least the current one) to do the whole job of saving the USA from its environmental and energy problems. Citizens like you and me should take initiatives like (1) petition Congress to rescind the ethanol from corn law (like the governor of Texas did) and (2) at the personal level

at home, conserve resources and energy including carpooling and recycling, and (3) at the club level, conserve resources, carpool to events and compensate for the added carbon footprint we create by our "moving events" like DE and AX by contributing money to www.Carbonfund.org which then funds and expedites alternative/renewable energy products like solar and wind and photo voltaic (as NER has been doing).

So, as you can see, the Porscheplatz Experience provides a window on the exotic yet down-to-earth racing world many of us aspire to understand and participate in, at least from a relatively safe vantage point that our PCA activities afford us. Also I find it interesting and rewarding to meet other PCA'ers. In addition to seeing Botho Von Bose (the Zone 1 Rep) who orchestrated our Zone 1 Challenge Victory at the Charlotte Parade and is instrumental in making the Mosport Porscheplatz an outstanding event, I also had the privilege of meeting Prescott Kelly, PCA President, and discussing the ethanol issue with him. (See photo in October *Northlander*)

I hope you can join me at the next Porscheplatz offered in our area next year and share an exhilarating experience.

*Porsche LMP2 Spyder at Mosport.
David Churcher photo.*



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RAINER COONEY • JERRY DASCOLI

Editor

... continued from page 5

selection (you're a smart man Charlie Brown – co-editor). ☺

Could it get any better in October? Oh, it could be added to. My friend Gudrun was coming over from Germany for 10 days of autumn in New England. David was very happy. Well ... a Porsche, a Nikon, a beautiful lady, autumn in New England ... a drive thru New Hampshire, Quebec, Maine, and Vermont. What more could an enthusiast ask for?

The trip I just outlined is about equivalent for Gudrun of leaving Heidelberg and driving to Paris, up to Copenhagen, down to Prague, and back to Heidelberg. A bit much by European standards. And my Porsche has new shocks. A little stiffer than Gudrun's Ford Focus. As we passed thru Quebec heading for Isle de Orleans she was prompted to say: "This car is stiff and makes parts of my body numb..."

Isle de Orleans. Do you know it? It is an island in the St. Lawrence River about 25 Km East of Quebec City. It is a wonderful place with views similar to being in France and restaurants as good as any in France. We had a bed and breakfast at Gite Le Giron de L'Isle (1-888-280-6636) where we were spoiled and treated like family by Gerard and Lucie Lambert. The breakfasts alone were worth the price of admission. Highly recommended.

Not recommended is our stay in Magog where I made the mistake of confusing phone numbers and reserved at Le Chateau Du Lac, a place we used years ago before it became run down and dilapidated. It is now under new ownership and being renovated. Their high price, you will be told, is justified by the spa they are building. Even though it is a Bed and Breakfast you will find at checkout the breakfast is an extra \$30 for two. Not worth it. Not recommended.

Did we have fun in spite of the stiff Porsche and Magog B&B? I did. My '84 911 ran like a Porsche should and provided the pleasures I bought it for. My friend fell victim to "lost in translation" on a couple of occasions and provided me with a piece I will pass on here. We were at dinner with two Americans we met at

Le Giron. Chef Robert asked Gudrun, in English, how she would like her Caribou cooked. "Well done, please," was her reply. I hung my head and said: "He's going kill you..." And Chef Robert, with some humor, asked if she wanted it as hard as the wooden table, or, as tough as his shoe. After a little conversation the confusion remained and Chef Robert would use his judgment. Gudrun received a wonderful meal. It was later we learned from a friend who is fluent in German and English the expression Gudrun was trying to translate was: "done well" ... the German equivalent for "cooked correctly".

Just to finish of the month in good style Tracey and I attended the Porsche of Nashua charity car show. Dan and his colleagues pulled together a show for the benefit of Easter Seals of NH. It was a great turn out and for a while we were the only NCR members in sight. Later Matt and Xana showed, Deb and Jim Gratton, and Judy. They had all been down to Lowell, MA to watch Jaime Gratton run the marathon. Judy arrived in time to collect the trophy for People's Choice... Der Tub won the class.

Photographs of the Porsche of Nashua event will be in this issue.

Yes, David has had a good month.

Just as a foot note here I must mention *Northlander* strives to be aware and fair to all our advertisers. We also want to be supportive of our Porsche dealerships as requested by PCA. So, please, read my comments above in context. Our local dealerships and their staff are very generous to NCR. We like to include them in our stories. And we appreciate their enthusiasm.

David



From the top:

A breakfast at Le Giron.

Spectacular scenes from L'Isle de Orleans.

Autumn treats from L'Isle de Orleans



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THE BALSAMS WEEKEND: A PREVIEW

What happens at the Balsams does not stay at
the Balsams



Hi,

We had a great time at the Balsams, as always. I've
attached a few pictures - one is very unflattering!

Carol Mellen





*Was Volley Ball the only game?
How many persons attended this year?
What interesting conversations took place?
Did they eat well?*

*Answers to these questions and vivid descriptions
will be in a detailed report from our correspondent
in the December issue of Northlander.*



President

... continued from page 4

We also will now have an opening in the Concours area our co-chairs Judy Hendrickson and Lisa Roche both feel they have taken that program within North Country as far as they can and welcome anyone else to continue to grow that interest. As you all know I personally could not have participated in the Parade Concours without Judy's assistance, knowledge and support. Lisa took each and every event to heart, expressing concerns right up to just minutes before the first arrivals; she does that as well at the autocross events, just so you all know. It should be stated that with their planning and expertise we held some strong car shows at varied New England sites with the weather holding out for most of the events.

It appears that our Social Chair is moving up the ladder to president in 2009 so I have advised Ivy that another Social Chair should be found because her time to coordinate activities of that type will be limited with the responsibilities of the new role. Like Don Johnson she can be contacted for advisement and I'm sure she will be there to assist anyone in that role at any time. We do still have the open position for Car Control Clinic Chair which unfortunately we did not hold as an independent event in 2008. The membership did express their interest in this event along with other sister regions who had membership that were interested in participating in the activities normally seen in our past CCC events. It is my hope that someone will come forward to the board to work on an event like this for 2009. If anyone does have any interest in any of the positions I have mentioned please contact Ivy Leonard, Jay Gratton, Paul Tallo or Pete Petersen.

Lastly, for those of you Techies in the club as mentioned in my last edition Jack Saunders is currently compiling the calendar for tech sessions. He is going to cover something each month to get through the winter. Once confirmed the tech sessions will be published in the *Northlander* and the Website.

Please remember to express your vote not just for North Country Board for 2009 but get out to the polls in November to express yourself with the political election.

Miriam

Paul Tallo

... continued from page 8

On another Charity (and Cayman S) note: At our annual NCR car show which raises money for the New Hampshire Food Bank, our other dealership sponsor, Porsche of Nashua, again put up a raffle prize of a weekend with a Cayman S with all the proceeds going to the Food Bank. Of course I took a chance and made a donation for two tickets. Since I'm writing this you can guess that I was fortunate enough to win the weekend "loaner car." I certainly visited many friends over the three days to share the Cayman S experience. Everyone who drove the car was as impressed as I was, and thoughts of how they liked the Cayman S better than their current sports car (which included cars like Audi TT, BMW Z3, and even a Boxster S owner who might be ready for an upgrade...) crossed their minds (I certainly volunteered to introduce a few folks to Dan Witmer). The Cayman S is a pleasure to drive both cruising around and if you ask the car to do "a little more" – very nice! I enjoyed a seacoast ride on Rte 1A between Rye and Hampton, and cruised the strip on Hampton Beach (of course our NCR Social Chair had to be in line for a ride). Finding excuses of where to drive was not a problem. I collected a breakfast that a friend has owed me for awhile, I said "Gee, I'll pick you up" (a common phrase that weekend). I scheduled my weekend with the Cayman S for a weekend that I had a ride with the Make-a-Wish organization on the Mount Washington on Lake Winnepesaukee out of Weirs Beach so the Cayman S covered more parts of the state! I covered a little over 600 miles over the course of the weekend and certainly enjoyed my little loaner car raffle prize!

see the photographs: page 36



Paul's spectacular weekend with a Cayman from Porsche of Nashua was enhanced by the excellent photographs by Melissa Phelan.

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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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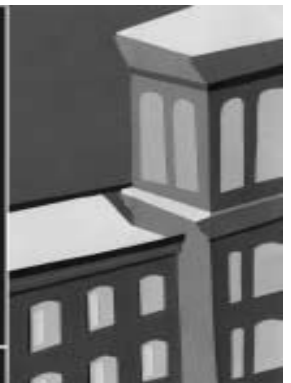


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NEXT MONTH

Traditionally the November and December issues become a bit light. As we head into the holiday period, and the gloomy weather, there is not much material for editors. So, again, we appeal to you to put your ideas on paper. And, while thinking about ideas ... what would you like to see different in the 2009 *Northlander*?

November is our banquet and the December issue will give it a big spread. We will have a complete photo and text coverage of the Balsams weekend as promised by our correspondent. Remember, what happens at the Balsams does not stay at the Balsams.

Gloomy weather is time for a good read. We have a review of three excellent books. Just in time for your gift buying time.

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