

NORTHLANDER

NORTH COUNTRY REGION

Volume 32 Number 11

PORSCHE CLUB OF AMERICA

November 2009



IN THIS ISSUE:

Planes, Trains And Automobiles (Ed and Nancy's Trip)

Make - A - Wish 2009

The Panamera Is Here

Charity Laps 2009



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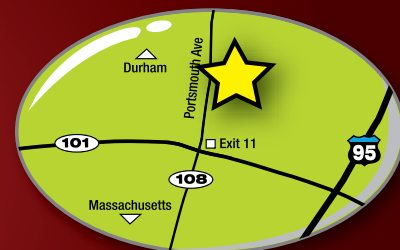


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On the cover



Northlander is late, perhaps due to making a fuss over the Panamera.

We wanted to see it and feel it before making a fuss. And we wanted to answer the question: Is it a Porsche?

It is.

Photograph by David Churcher

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Statement of Policy

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10 14

November 2009
AT A GLANCE

Date/Time

Event Information

Contact

November 10 6pm	Board Meeting	board@ncr-pca.org
November 14 6pm	Annual Banquet, Cocheco Country Club, Dover, NH	social@ncr-pca.org
December 6 10am	Annual Planning Meeting, CPI, Dover, NH	board@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



Ivy Leonard

I would not have given up my first year as President for anything...

Can you believe it? My first year as NCR's President has almost come to a close. So quickly this year has passed, and as some of you have already discovered, the older we get the faster it seems that time flies.

I guess a big part of the speed with which the year has passed is because it has been a year full of terrific events, supported so wonderfully by a great Board of Directors and Chair members, all of whom I consider great friends as well.

The past presidents I speak with, both here at NCR and within other regions, have been generous with their time and counsel. They have made me aware that one of the primary responsibilities of the office is the need to try to find balance in the interests, objectives and personalities of individuals within the Club. It can certainly be challenging, but also brings great reward. And it is through the efforts of those that passionately represent their interests that the Club retains its life and vibrancy. I have tried to listen to all, but have realized, too – like it was a new lesson? – that no one can please everyone all the time. On many issues I had wished I could be on both sides but life just doesn't work that way.

Nevertheless, it has always seemed to work out. With conversation the issues are dissected, and although we don't always reach total consensus, all appreciate the efforts of those that serve with them on the Board, and respect the fact that we move in a direction which we feel is in the best interest of the Club as a whole.

I would not have given up my first year as President for anything. I have enjoyed every bit of it: the chance to learn so

much more about PCA, the opportunity to represent NCR within Zone One, and getting to know more of you within our own membership. NCR has a reputation throughout our zone as a very special, fun-loving region, and it is a reputation that is well deserved. It may be an old saw, but still so true: it is all about the people, not about the cars.

My sole disappointment has been that we have not – yet – succeed in getting more of our membership involved with us in our events. If you don't care to join in because of a perception that we just sit around and talk of horsepower, g-forces and R compound tires, nothing could be further from the truth. We talk about kids, and vegetables, and wine, and how Joe's new job is going and how Betsy did at last night's game. It truly is about the people, and I guarantee that a new face at any NCR function will instantly feel included and welcomed.

I would like to thank this board and chair members for making this year so memorable and rewarding for me. Any progress, any success we may have enjoyed this year is fully the result of their dedication and their investment of time and energy on behalf of this club. Please seek them out and thank them as well.

Happy Holidays – May they be safe and Happy!



David Churcher

Being a *Northlander* editor is a fun job and we love it...

Do you ever read bumper stickers? Do you have a favorite? I do. It is:

POO HAPPENS

"POO" is actually a TLA for a four-letter word I can't write here. But you knew that. You know the phrase I refer to.

If you are an astute reader of *Northlander*, and looked closely at our October issue, you will have noticed the stress by the editors and you will also have noticed the poo that got through. You will not have seen the pieces we caught but you will have noticed how I messed up the October "Looking Back" column. I know for sure one avid reader did ... and quickly let me know too. :-)

How does poo happen? In our *Northlander* editorial office it sneaks up on us and in spite of carefully made plans it just happens. It is fast and the damage is done before you know it. All you can do is laugh about it ... and clean it up. So, in this issue for November, there will be two "Looking Back" articles. Our clean up is a re-print of the October article on page 31 of this issue.

Carefully made plans of mice and men, and editors: Tracey and I decided on a plan in late September when I decided to disappear for a bit. Our plan ran like this: we would maintain our almost daily series of emails, Tracey would proof text and place it in a template in our layout software. Meanwhile I would collect photographs, adverts, etc. and have them ready for our process known as "plunking." This high tech verb refers to taking all the material at hand and laying it out in the template to fit text and graphics

together. The two efforts would come together when I returned and received Tracey's CD with her material. Piece of cake? Poo, no.

The CD arrived from the Maine *Northlander* Editorial Office and I placed it in the drive of my recently acquired i7 Super Computer. Nada. Nothing. Things were not going to plan. But through the fog of jet lag I did recall a similar recent event. Did Super Computer have an issue perhaps? So I took the disc from Maine and bopped down the hall to Helmi's desk and interrupted her thoughts and asked her to try the disc in her HP laptop. It worked. Super Computer has an issue. So back down the hall to the NH *Northlander* Editorial Office with all files on a thumb drive. In the good old days, if you are not old enough to remember, this process was known as "sneaker net." It still works.

So now I had two templates with various files. Which way would I go to make the compiled version? A in to B, or, B in to A? I decided to copy the text to the graphics version. Bad decision. As you know it is a process of Ctrl C and then a Ctrl V ... piece of cake ... poo. The second Ctrl C in the "Looking Back" article did not work but the Ctrl V did ... so column one went in twice. Poo. A mess. And we did not see it in our haste to get an already late magazine to bed.

Being a *Northlander* editor is a fun job and we love it. But like all of our volunteers in NCR we have family life, vacations, and day jobs which compete with *Northlander* for available time. So, from time to time, things will go pear shaped. Poo happens

continued on page 42 ...

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Lisa Roche

New Members:

Jamie Bullivant
Keri Bullivant
Jericho, VT – 1974 911

Christopher R. Gallant
Matt Gallant
Deerfield, NH – 1988 944

Michael E. Severin
Hudson, NH – 2008 Boxster

Cameron Habib
Dover, MA – 2009 Carrera 4S

Rich L. Willey
Marilyn Willey
Atkinson, NH – 2007 Cayman

Member Anniversaries:

1 Year:

Thomas C. Fuller
Laconia, NH – 1985 928

Kevin Lariviere
Sandown, NH – 2006 Cayman S

Andre Lefebvre
Nathalie Lemieux
Nashua, NH – 2008 Cayenne

Douglas Mogill
Eileen Mogill
Derry, NH – 2007 911

Robert J. Scott
Danielle Scott
Meredith, NH – 2004 911

2 Years:

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

Kenneth Harvey
Merrimack, NH – 2002 Boxster S

Ronald B. Resnick
Concord, NH – 2006 911

Hillard I. Silman
Heather Rayle
Chelmsford, MA – 2008 911

5 Years:

Nicholas Mercier
Amy Chouinard
Manchester, NH – 1999 996

Luigi C. Minoletti
Cristina Ria Minoletti
New London, NH – 1999 911 C4

Mick Myles
Joyce Myles
Weare, NH – 2003 Boxster

Charles E. Vadakin
Anne M. Vadakin
Rye, NH – 1989 944

10 Years:

Donald E. Jesseman
Sugar Hill, NH – 2000 Boxster

15 Years:

Peter J. Griffin
Bridget Fleming
Portsmouth, NH – 1978 911E

Jamie Bullivant
Keri Bullivant
Jericho, VT – 1974 911

Christopher R. Gallant
Matt Gallant
Deerfield, NH – 1988 944

Michael E. Severin
Hudson, NH – 2008 Boxster

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



Jay Gratton

THE ROLLING CHICANE

Early on a cool Sunday morning in late September, I rolled into Matt Romanowski's driveway to pick him up. Matt stumbled out the door and slumped into the passenger seat of my Volvo. Matt and I aren't really morning people and this Sunday was certainly no different as we both greeted each other with a few grunts. After a quick coffee stop Matt and I were heading up Rt. 28 towards Wolfeboro for the American Power Boat Association (APBA) vintage race weekend. While the Grattons are known for driving our machines on the track, the Davidsons (the wife's side) are known for driving their machines on the water. My grandfather-in-law is Gerry Davidson and he is renowned all over the country for building and restoring historical race boats. He has built, restored, owned and campaigned many boats that hold a special place in boat racing history. There is always a line of people waiting to bid on his latest project, as they are always the best of the best when he is done with them.

His latest project is no different. Gerry currently is campaigning *Roman Candle*, a 1961 3 Point Hydro that is considered a "prop rider." *Roman Candle* is 18'2" in length and is running a 302 Chevy with Hillborn injection that is built to run at 8,500 RPM, produces 450 HP at 7,000 RPM and can turn out speeds up to 140 MPH. This boat is classified as a 266 Class boat and was successfully campaigned in Florida for a little over ten years. Gerry purchased the boat two years ago and up until this year was restoring it down in Mt. Dora, Florida. This past summer Gerry successfully campaigned it all over the northeast and in Canada. While Gerry does drive it himself, most of the time he leaves it to his son, my father-in-law and fellow NCR member, Brad Davidson.

Matt and I got to Wolfeboro before the action of the day got underway and were

easily able to find our way down to the docks where the pits were. Everywhere Matt and I turned there were freshly varnished boats glistening in the sun. Thankfully, Matt brought his amazing Nikon D700 camera with a 70-200 2.8 lens for all of the high-speed action that was on the water. There was everything at this event from Jersey Skiffs to Gold Cup race boats with V-12 Rolls Royce engines in them, certainly something for everyone to enjoy!

Finally it was time for Gerry and Brad to get the boat in the water. Since the pits are so congested it is easier for all of the boats to just be picked up off their trailers by crane. To me it is a little nerve racking watching these expensive pieces of art being swung around over the heads of hundreds of people and then placed in the water. But the gentleman working the crane was amazing and always put the boat within an inch of exactly where it needed to be. We all helped strap Brad into the boat while he received last second instructions from Gerry. Brad fired up *Roman Candle* and was immediately off as it doesn't have neutral and is always in gear. Brad hit the course and brought it up to speed slowly to help warm it up. After a few laps on the course the green flag dropped and immediately the air was filled with the roar of engines and the spray of water from the wake of the boats. The boats raced around at speeds well over 100 MPH for about 15 minutes before the checked flag was thrown to end the session. Brad brought the boat back to the docks after a successful session with no complaints from Gerry.

The boat was placed back on its trailer by the crane and we all gave the boat a once over with Gerry's final approval that it was a successful run. Matt and I left shortly after saying how we could easily get into this sort of motorsport as

well. I am always teasing Gerry that if he ever really wants his boat to have a good showing he should let me drive. He just laughs at me and tells me I am not ready yet. "Yet," he says....I must be wearing him down.



Photographs by Matt Romanowski



Judy Hendrickson

LOOKING BACK

An oxygen sensor is screwed into the exhaust manifold so that one surface projects into the flow of exhaust gas, and the other surface is in contact with outside air...

Looking Back through the 1979, 1989 and 1999 issues for November once again spotlighted how much things have changed and yet stay the same. In the change and same department is the Annual Banquet. Change: prices and venues. In 1979 the event was held at the Hanover Inn in Hanover, NH (a nod to our Vermont contingent – remember our territory was Vermont and New Hampshire back then) with dinner being a whopping \$14.50 for either Broiled Swordfish or Roasted Sirloin and drinks only \$1.60 (\$1.85 for call brands), beer – 90 cents and house wine \$1.35 a glass or \$4.00 for a carafe. Try \$8.00 and up for drinks these days. In the same department, the event was still being held in November around Veteran's Day, it still included our annual meeting with election of officers and presentation of awards. In 1989 the event was held at the Sheraton Wayfarer Inn in Bedford, NH. I think it is now some other brand than Sheraton, but still there next to Macy's.

The other thing that struck me in browsing through these three issues was how long some of our advertisers have been supporting us: Ed Byrnes Porsche – now Porsche of Stratham, Talbot's, Ayer European Auto Restoration, and Stibler Associates. All of these good folks have been supporting us since 1989 or earlier, some without any break in support. Thanks guys and gals. Remember to support them and our other advertisers as well as they have supported us.

In selecting an article to rerun I chose one that illustrates just how far technology has come with our favorite ride. In today's world of variable timing and pdk transmissions CIS fuel injection and Oxygen sensors seem like simple technology now but they were cutting edge for their day.

*From November 1979,
Volume 2, Number 11*

SPACE-AGE TECHNOLOGY BOOSTS PORSCHE FUEL ECONOMY

Englewood Cliffs, N.J.

All 1980 Porsches will come equipped with a system that constantly makes exact fuel mixture adjustments while the engine is running. The results are better gas mileage, more responsive performance, and low exhaust emissions.

Integrated with the fuel injection, a new oxygen sensor system keeps the air-fuel mixture within the idea range - - 14.6 parts of air by weight to one part of gasoline. Considered technically unfeasible until recently, the new system makes possible the use of a three-way catalyst. Termed "three-way" because it reduces all three major forms of exhaust pollutants, the converter has a platinum element which promotes afterburning of carbon-monoxide and hydro-carbon emissions, along with a rhodium insert which separates oxides of nitrogen into free oxygen and nitrogen.

In the past, engineers wrestled with inevitable trade-offs between drivability, economy, and the three major exhaust pollutants. Now, the oxygen sensor three-way catalyst eliminates the need for such power-robbing components as air pumps and exhaust gas recirculation. The catch? - - the oxygen sensor control must hold the mixture within a very narrow operating band. If the fuel-mixture ratio approaches 14.7:1, the rhodium in the converter practically stops working, and, at 14.5:1, the effect of the platinum drops off dramatically.

Initially discovered in aerospace research, first developments, which led to the oxygen sensor lay dormant for almost

continued on page 31 ...



Paul Frucci

I have had the pleasure of accepting many compliments on how well run NCR DE events are...

The 2009 DE season is history. Our season wrapped up with a very successful three day event at NHMS over Columbus Day weekend that was a bit brisk but dry after some Friday night showers on the eve of the first day. No major incidents, no drama, lots of track time.

This was our Make A Wish weekend and Saturday was just packed with people and activities. We had charity laps on Saturday to raise money for Make A Wish and had a pretty robust contingent of Smart Cars doing parade laps around NHMS. I have to admit, it was a bit strange to see those little buggers going around the track, but they clearly had a good time and it was for an excellent cause. The best part of the weekend was taking the Make A Wish kids for rides on Saturday. I had the pleasure of taking four different kids out for some parade laps and I've got to tell you, seeing the smile on their faces was the highlight of the weekend.

We are all very fortunate to be able to do what we do in the DE program. To be able give back and use it to make some kids very happy and raise money for this wonderful cause is truly special. Many thanks to Paul Tallo, NCR's Charity Chair, for organizing and running this very successful day.

I have had the pleasure of accepting many compliments on how well run NCR DE events are. I'd like to take the credit, but as I always tell people, "it takes a village." We have an absolutely fantastic DE team. Everyone does their job and makes it look easy. There are a lot of moving parts that go into running a DE program with the smoothness with which our events run, and it is a true credit to the individuals who work so hard at it. When you see or talk to them please let them know you appreciate it! Your DE Team:

John Lussier (Registrar), Lisa Roche and Joe Kraetsch (On Site Registrars), Mark Watson, Fred Bussiere, and Brian Arenstam (Track Operations), Steve Gratton (Chief Instructor), Edgar Broadhead and Mark Nadler (Track Stewards).

Looking ahead to 2010, we have made some progress in solidifying our NHMS dates. At this point, here is what we have:

- May 8th and 9th – Our Season Opener. The really good news I that this is over a weekend, and NER is planning a Novice Day event on May 7th, so it can effectively be a three day event. This will also be our Make A Wish Charity event on Saturday.
- August 2nd and 3rd- Our "Heat of the Summer" event. This is a Monday/Tuesday .
- October 11th and 12th – Our "Spring is a Long Timing" season close. This is Columbus Day and the day after (Monday and Tuesday).
-

We are still working on our Lime Rock date and are shooting for mid June.

For those of you looking ahead to Mont Tremblant and Calabogie, it is looking like July 8-10 for Calabogie and July 12-14 for LCMT. Mark your calendars.

I hope we can have a fully fleshed out calendar for you next month.

I hope to see you all at the annual banquet November 14th. In the meantime, I welcome your comments at de@ncr-pca.org

PORSCHE MARATHON

Judy Hendrickson



Chiquita makes a run down the straight at NHMS piloted by Matt Romanowski. Photograph by David Churcher.

I suppose it started after the spring DE event this year. Chiquita, the yellow 914/6 track car, was finally running well. Bolstered by her survival of two drivers flogging her in back to back runs we (Matt Romanowski and I) were emboldened to plan on some away events this year. We had both been away from The Glen for too long and enjoy running with Metro NY so we signed up for their August three-day at Watkins Glen with Friday being an advanced only day. The other away events would be our Lime Rock event followed by another day there with CVR in September, early October would be a two-day at Pocono with Metro and the season ender would be a three-day at Summit Point with Potomac Region. Of course, our own three-day event at NHMS would be mid-October.

So you say, what's "Marathon" about that? Well, turns out there were a few

other events scattered amongst the above. Namely the months of August through October turned out like this:

August 7 – NHMS – NCR DE

August 16 – Drive to Mystic with the TYP356NE group

August 21-23 – Watkins Glen – Metro NY DE

August 29-30 – Zone 1 AX Ft Devens – Zone 1

September 13 – NCR AX – NCR

September 21-22 Lime Rock – NCR & CVR DE

September 26 – Chesapeake Challenge – Chesapeake Region (MD) Multi-Event

October 3-4 – Pocono – Metro NY DE

October 10-12 – NHMS – NCR DE

October 30-November 1 – Summit Point – Potomac Region DE

Needless to say at times it was an event every weekend and at other times it was so darn close it seemed that way.

David has already shared with you (see September 2009 *Northlander*) the fun we had with the 356 group on the trip to Mystic so I won't repeat that here.

Matt, his fiancée Xana Chauvin, and I had a great time at the Glen. Xana relaxed and played pit girl making gas runs for us as Matt and I burned the fuel. Chiquita was all out at the Glen, running the course in 4th and 5th (she has shorter than standard gears). We finally managed 5800-6000 RPM on the back straight. Matt later calculated it was a "whopping" 112 mph. Speedy on the straights she is not, but



Shad Row, Frederick, MD site of the CC Concours. Photograph by Judy Hendrickson.

oh can she take the turns fast. We both found ourselves catching much faster cars through the turns. We pushed each other over the three days winding up within a tenth of one another. It was GREAT! I finally know what it means to drive a momentum car.

The Zone 1 AX was very wet on Saturday, although dry on Sunday. As Friday was too wet to load Chiquita onto the trailer, I decided to take Jelly Bean. Fully stock and on street tires, we had a good time in the rain. Although a different course on Sunday my times were puzzlingly close to those from the previous day and good enough to win my class.

For NCR AX 6 I simply went to the event to work, having missed too many events to even qualify for the series points, although being in the Modified Class with Ron Mann eliminates any chance of victory there.

We had great weather for Lime Rock and Chiquita again taught us about momentum driving. The journey was made all the more adventurous when steward-extraordinaire, Mark Nadler, joined us for the journey down. Matt had the joy of instructing Jay Bertelli in his Carrera GT. I had a more mundane Porsche but an enjoyable day. Monday night found the group of NCRers who were staying over gathering at The Farm with Paul Frucci and Doug McInnich. The potluck grill provided by John Lussier and Fred Bussiere was superb. Toni and Lew Surdam, along with Matt and I and friend

Sue Smith from NNJR and her friend Chris all had a fun evening at the infamous Camp NCR – albeit on the farmer’s porch and no camp fire.

Home Tuesday night and needing to be ready to depart Friday AM for Ellen Beck’s in Maryland for the Chesapeake Challenge made for a short week. Miriam Dunster joined me for the journey down in the Jelly Bean. I had sort of thought about taking the 356 down, but was convinced it was not a good idea to take a 45 year old car on a nearly 1000 mile round trip solo. It’s one thing to travel with a bunch of 356’s on a long journey but quite another to do it solo. Jelly Bean made the trip without incident. We arrived about 6PM with just enough light left to give her a quick wash and dry. Early the next morning we were off to Frederick, MD for the Concours portion of the Chesapeake Challenge. This was the 40th running of the Challenge, now the longest running regional multi-event in PCA. I had gotten involved with this one a number of months back when Ellen asked for my help with their logo. I was able to take their concepts and create a logo commemorating the location and the shared 40th anniversary of the Challenge and the 917.

The Concours was on the “bricks” of an historic part of Frederick, MD known as Shab Row. It dates from pre- civil war times (antebellum for you northerners). There were lots of shops and eateries to accompany the beautiful cars.

I was asked to help with initial and final

judging so I didn’t get to partake of the amenities till Sunday. After the Concours the gimmick rally participants set off to find the answers to some 20 questions in random order, of course. The route took us north of Frederick through covered bridges and scenic farmland.



Jelly Bean after passing through one of the covered bridges on the CC Rally Route

Photograph by Judy Hendrickson.



Logo for Chesapeake Challenge 40th Anniversary ... concept by Ellen Beck & Bob Gutjahr, design by Judy Hendrickson.



Left: Judge's Choice award for Jelly Bean. Awards used old bricks from the streets of Frederick, MD as a continuation of this year's Challenge theme "On the Bricks".

Below: Ellen & friend - Ellen Beck (on right), co-chairman of the CC, enjoying conversation with a CC participant.

Photographs this page by Judy Hendrickson.



Planes, Trains and Automobiles or The Case of the Shrinking Belt

Nancy and Ed Broadhead _____



This is a Porsche ... it is one of Ed's favorite machines. This one caught his attention on a street in Asperg during his first day in Germany. From this delight he moved on to a new 911 C4.

The story of Nancy and Ed's trip to Germany, and Porsche, is related in the following pages. With a bit of luck we will have an installment next month to continue the story with their adventures in Italy.

Intro by Nancy

You may recall that I won the Grand Door Prize at the 2008 Parade in Charlotte, a weeklong tour of Bavaria and the Black Forest -- complete with a new Porsche to drive -- to be taken in 2009. (Ed behaved just well enough over the last year that he was chosen to accompany me.)

By way of personal history, this was our first trip out of North America (shameful, right?), though we have traveled the US and Canada fairly extensively, mostly by car. We had saved our pennies long ago, planning a pilgrimage to pick up a new 911S at the factory, until smog regs precluded importing the 1968 model. So we bought a slightly used '67 which we still have. In the loong interim, we've attempted several other trips to Germany, which for one reason or another didn't pan out.

Getting There is Not Half the Fun

Tuesday September 8 started about 6AM with last-minute packing and weighing of suitcases, a dump run, and other battening-down-the-hatches activities. After lunch, our house- and cat-sitting friend drove us to the local Park & Ride to catch the bus to Logan. We'd heard lots of horror stories about air travel (we hadn't flown in more than 10 years) so intentionally arrived very early for the very smooth Lufthansa check-in.

Ate dinner in the airport (can't expect lots of amenities on planes, right?). Boarded the plane to Munich, an A330, Ed noted. Once airborne, we declined the dinner they offered! It seemed that every ten minutes staff came by offering hot towels, juice, coffee, wine, or brandy. All without charge; I guess transatlantic flights are different from domestic ones, even in coach!

No sleep for us, though. "Seated" nearby, was a shrieking toddler. Yes, most were happy shrieks, but still... Arrived in Munich at 9 AM Wednesday, 25 minutes early. This was 3AM our time; we were not at our best. That airport is huge.

At this point, we should say that this routing was our choice, not Porsche's; we asked them to send us via Munich and to use Lufthansa, so that we could travel home with friends we expected to enjoy Italy with after our Porsche tour was over. Hey, as long as we're "in the neighborhood" let's see more.

Our pre-trip homework involved time on the internet gathering local transportation info. We had maps, but not enough info on how to buy tickets, let alone how to use them. Eventually figured it out: you buy the tickets from a machine up in the station; at the platform, you insert the ticket into a box to be time/date stamped. There may or may not be someone on the train checking tickets. If there is, the penalty is presumably severe for not having an appropriately stamped ticket. We lugged baggage (what did we ever do before suitcases grew wheels?) to take the S-bahn S8 train to the Munich central train station and managed to get off at the right stop. The train station is also huge!

Next challenge is to find the ICE train, Inter-City Express, high-speed train. We find the platform, board the train, get settled. It departs early -- efficient people, these Germans. Conductor comes by, checks our tickets: wrong train! This one does go to Stuttgart, but our tickets are for the train 10 minutes later. Scolds us, in German, but the intent was clear -- he wanted us to get off at the next stop and wait for the proper train -- then looks around at the 1/4-filled car, shrugs, and lets us stay.

In Stuttgart, we went back to the S-bahn trains, took the S5 train to Asperg where our hotel was located. Well, S5 Asperg is an unmanned suburban train stop. No sign of Hotel Adler. We take an elevator to street level then stand around looking helpless. A pedestrian takes pity on us and suggests a bus: cross the street and stand by this sign. Bus arrives, we get on, driver wants ticket, we don't have one, he doesn't take cash, there's no place to buy one; that's our interpretation -- we had a huge language barrier. He gives up and lets us stay on. A younger passenger gets on, tells us in English where to get off and points out the Adler. Phew!

We arrive about 4PM; that's 10 AM our time. Haven't pulled an all-nighter since college! Our room is fine, though it's not the "Ferdinand Porsche suite" down the hall <http://www.adler-asperg.de/?lang=en&top=hotel&sub=porsche>. Forget lunch, it's nap time. Later, went for a short walk where we found a Porsche tractor parked on an in-town street, then ate dinner at the less formal of the hotel's two restaurants. That little routine seemed to get us acclimated to local time quite well.

Lesson learned: Taxis are your friends.

Museum & Factory Tour

Up at 6AM again and enjoy the lovely, big German champagne breakfast buffet. Reception calls us a taxi (see, we're not too old to learn) to take us to Zuffenhausen for a museum visit and our factory tour. Get there before the museum opens; our factory tour is at 10. So we visit the flagship dealership across the street. No one tried to sell us anything, but they had some intriguing objects d'art in the showroom: a Panamera wrapped in gold lame, a cutaway Boxster, and a really bizarre sculpture somewhat Porsche-based.

The new Porsche Museum. What can we say? Everything you've seen or read is true! It was surprising, though, that the gift shop had no postcards showing the museum building; the only image was on the plastic bags. Perhaps it was on a poster, but that's an impractical purchase for a traveler.

We gathered in the museum lobby to start our factory tour and were divided by language -- 2 English tours, 2 German.

Ed took notes on the factory tour. There are 4800 workers and 1000 non-shop workers in Stuttgart, where they build 450 engines a day. It's a Just-In-Time facility -- there's 100% stock turnover every shift. JIT suppliers are fined if their deliveries are late. Robot trains run around the stock-room collecting parts from lit bins triggered by RFID.

Workers do not seem stressed. They get a 5-minute break every hour and are allowed one beer per shift. They work in small teams, probably facing peer pressure if excesses happen. If someone needs unscheduled relief, they can turn on a yellow light, and a floating worker will appear, probably on a bicycle. If there's a problem that might shut down the line, turn on a blue light; we didn't see this happen, but I expect that there would be a swarm of experts pouncing.

Workers move along the line with "their" engine. Robots do only a few jobs, such as tightening all the bolts, once real people put them in place. Another robot, "Charlie" installs all the windshields and rear windows.

We didn't go everywhere in the factory in our 2-hour tour. Major stops were the parts stockroom with the trains, overlooking the engine line, the upholstery shop (10-hides per car to get everything perfect; all scrap is resold for things like purses), the line where the engines meet the chassis, and the line where the body is added. All lines are mixed for



The Adler Hotel.

engine, color, etc. and “magically” meet appropriately to fill orders. None are built “on spec.”

After the tour, we returned to the museum for a Boxsterburger lunch & a beer (wine for Nancy) in the cafeteria and a more thorough exploration. Ed was happy to find a tractor in the collection. It took Nancy quite a while to discover that when the picture/caption display label says “move the display” it means “MOVE the display”. It’s not a touch screen, you need to grab it with both hands and move it to change the selections. Effective, but to me not intuitive.

We took a taxi back to Asperg and had dinner outdoors at a small wine bar; they didn’t have an English menu, but the owner came out and translated for us.

Starting the Big Tour

Another taxi ride the next morning, this time with luggage, took us to Ludwigsburg for the Friday start of our official Porsche Travel Club tour. That location houses Porsche’s marketing administrative offices, though they plan a move to Zuffenhausen

soon when Porsche annexes some more city space. As usual (you know Ed!), we were early.

Sabine, our tour guide, came out to meet us and introduced us to our car, a 2009 C4. She looked at our large suitcase, suppressed a sigh, and suggested that we put it in her Cayenne. She clearly doubted our “No, it’ll fit.” We told her that it not only fit in the front of our 2000 Boxster but that we had also tested it in the nose of a brand new Porsche back in NH. (Thanks, Cameron!) Turned out that our tour group was the first she’d had where everyone followed directions and brought luggage that fit.

We’ve talked to a number of people who had won the trip at Parades past. If their recollections are correct, in the beginning it was about as informal as “Here are the keys, see you in two weeks!” The prize has been gathering shape over the years. Now with the formal Porsche Travel Club entity, it’s quite structured indeed; but we’re certainly not complaining about that. They’d be crazy to turn us loose with \$150,000 cars unchaperoned.

We gathered in a conference room for

coffee, snacks, and orientation. There were only two other couples in our group: one from Calgary and their son & daughter-in-law who live in Dubai. There was paperwork; we were officially leasing the cars, with 2500 Euro deductible insurance to keep us careful. There were rules: keep in order, the red car is always last, don’t pass each other, and absolutely don’t pass the guide. (Ultimately this was not a problem; the challenge was in keeping up with her!) No drinking and driving -- none at all. (The factory workers are allowed one beer per shift; we were not.)

Out at the cars, we were issued our radios, with instructions that only the passengers were to use them to keep in touch with the momma duck so that none of us ducklings would be left behind at traffic lights or such. If things got out of range, we also each had a name-tag lanyard with Sabine’s cell phone number.

The Official Tour

Once oriented, we headed for Munich. Much of the way was on the Autobahn, though little of it was on unlimited speed



Our tour group going shopping in Rothenberg. The town is very old and is surrounded by a wall. It is famous for its stores selling Christmas decorations all year long.

sections; we diverted to back roads from a 7km traffic jam. Traffic was heavy, only managed 221kph; conversion is left as an exercise for the reader. We got to our hotel in time for a late lunch. This hotel, the Bayerischer Hof, was the first of the 5-star hotels on the tour. Michael Jackson stayed here when in Munich; there's an informal shrine to his memory across the street. Our room was described as being in "colonial" style, but not quite what we New Englanders expected -- the colony referenced was Africa. There were elephant throw pillows and leopard-skin print lampshades, for example. That afternoon we walked around the city looking to buy Nancy yet more reading glasses; she'd lost 3 pairs in the two days we'd been gone. (One of those was later discovered under her seat in the atlas grey/cocoa C4.)

Later, the group took a 20-minute walk to an Italian restaurant that a colleague had recommended to Sabine. She had arranged a "chef's surprise" dinner. Four and 1/2 hours later we left, after somewhere between 8 and 12 courses (no one was sure; we'd think we were finally out of silverware and suddenly more would appear) and 8 bottles of wine! We

needed that 20-minute walk back to the hotel. (Oh, yes, except for an occasional aperitif, Porsche does not pay for alcoholic beverages on these tours.)

In the morning, we established a pattern for the remainder of the trip: the Broadheads were always the first pair to arrive at the wonderful German buffet breakfasts of meats, fish, cheeses, eggs, fruits, unbelievable baked goods, and champagne, all included in the room rate, which I'm sure was impressive. We remembered the rules about drinking and driving, though, and always passed on the bubbly.

Next we had a walking tour of central Munich with Uli, an excellent freelance guide. Our first encounter with crowds of tourists was at 11AM, when everyone gathers at the Marienplatz for the Glockenspiel bell concert and animated life-size figures portraying historic events. The plaza was jam-packed and sprinkled with people (tour guides) holding flags or paddles for their "ducklings" to follow. When Uli pulled out a pointer with a little flag attached and started to extend it, we rebelled. "There are only six of us, and we can keep track of each other and

you, so please put that away!" She did, and we did.

Uli delivered us to Sabine at the Hofbrauhaus for a traditional German meal. No, we were not required to have a dry lunch; we were not driving that day, staying at the Bayerischer Hof a second night. The waitress gave us a lesson on the proper way to eat weisswurst: bite off one end of the casing, then suck out the contents. Really. I don't think I'd try that in public in the US.

This leisurely afternoon proved to be our last of the week. We watched the Monza F1 qualifying and napped until dinner in the hotel at 8PM.

On Sunday, we again enjoyed the hotel breakfast on the 6th floor with great views of the city. Our little convoy set off through some light rain and fog through small towns and back roads. The weather improved, we detoured to visit a cheese factory and picked our way through the leavings of the herd of cows to a neighboring monastery to yet another great restaurant. German lunches seem as large as German dinners, so Nancy decided she'd just have an appetizer,



Room with a view. Lake Constance from our hotel room in Lindau.

choosing an onion tart. It turned out to be the largest meal at the table, at least geographically, rather like a thin oval pizza.

Off to Neuschwanstein, King Ludwig's most famous castle. Just getting there was a challenge in itself. We parked the Porsches, climbed a hill, crossed the road, and got on a bus. Our group were the first people on that bus, comfortably seated while the bus filled. And filled. And filled. They must've packed 90 people onto a 40 seat bus. Personal space is particularly important to one of our group, who wasn't happy about having to ride a couple miles with a stranger's elbow in his ear. Once we left the bus, there was a .75km walk/climb just to get to the castle.

Our (English) tour was scheduled for 5:07PM. The courtyard has an interesting system of lights and lines to get everyone into the correct tour. Eventually we entered the castle and began to climb 30- to 33-step flights (Yes, Nancy counted them) of dark stone spiral steps, packed with people. Many flights. Survival in doubt, she mostly enjoyed being told she'd climbed the last flight. Descent was

much easier, even though it led back to the .75km walk/climb and another bus ride. This time we didn't get seats, were crammed in enough to preclude falls, but had a bit of breathing space.

Fortunately our hotel and dinner were nearby, the Schlossanger Alp in Pfronten. We had a cozy corner suite and delicious dinner. The view from our terrace was pastoral, complete with belled cows. This was the hotel we all wished we could've stayed at for an extra night.

On Monday, we headed south through Austria on some wonderful winding roads. A stop for lunch, then on to Lindau and our hotel (another Bayerischer Hof) overlooking the harbor on Lake Constance. We walked around the town, Nancy found an internet cafe, so she checked email, while Ed went back to read on the balcony before dinner at the hotel.

Champagne breakfast again, with no champagne for us, then we took the Porsches on a ferry ride across Lake Constance. Had a 4-course lunch at Traube Tonbach, reportedly the best restaurant in Germany, with a 6-month wait for dinner reservations. Apparently

the Porsche Travel Club tours stop there often; the owner came over to greet us and chat with Sabine.

Then we were off to drive through the Black Forest: one, one and 1/2, sometimes 2-lane roads, no shoulders, most speed limits 100kph including switchbacks. Ed likes PDK! (Think a REALLY SMART motorcycle transmission.) Hotel that night was the Schlosshotel Buhlerhohe near Baden-Baden, another in the seemingly endless stream of deservedly 5-star hotels.

Wednesday took us to Heidelberg and the Hotel Europa, another elegant hotel, where Andre Rieu was staying while preparing for an outdoor concert on Saturday. Sabine delivered us to Heidelberg Castle where we met our local guide, Dino. That castle is mostly in ruins, so there were not so many stairs involved. There are no plans to restore the site, which has been featured in so many paintings and photographs as it is. Dino toured us around the castle and down through town to the old bridge, then left us to wend our way back to the hotel, a long walk but not hard to find. (FYI, if you're planning a move to Germany,



Jurgen Goertz sculpture on display at the Porsche dealership in Zuffenhausen. Goertz is a famous sculpture artist and a series of work like this example was commissioned by Porsche.

Heidelberg is the most expensive city in which to live.)

Dinner that night was at a brewery in the old city; we voted to take a taxi, since we'd already done that walk once and didn't look forward to doing it two more times. The menu featured items such as sauerbraten and spareribs. Highly informal, lots of beer and wine, all very good.

Thursday started with yet another champagne breakfast (for other people); then we headed home to Ludwigsburg, stopping for shopping and lunch in Rothenberg, a fascinating walled medieval town. Remember that slightly pizza-like appetizer Nancy had a few days ago? Learned that it's called Flammkuchen; several of us ordered it that day for lunch. In Ludwigsburg, we returned the Porsches (sigh, we knew this couldn't last forever) and said our goodbyes. Paul Gregor from Porsche and Ina from the Porsche Travel Club were there to meet us and take pictures.

This tour was a fantastic experience. The others in our group, who were paying their own way, declared it "Expensive, but worth every Euro!" We'd love to

go again. Ed would be happy to repeat this tour with its Black Forest roads plus Autobahn, but we should also consider some of the other Porsche Travel Club offerings, if we can save up enough \$\$/Euros. If we can manage it, we'd certainly want Sabine as a guide!

We took a taxi (see, we did learn that lesson) back to the Adler in Asperg for the night. Friday morning we took a taxi (we're getting good at this) to the train station in Stuttgart for the ICE train back to Munich. Got on the correct train this time. Again we used the S-bahn between the train station and the airport.

MAKE - A - WISH 2009

Paul Tallo



Our annual Make-a-Wish event had a GREAT turnout this year. Attendance, a longer run session, and the weather all came together for a successful day and many smiles on the faces of excited kids and families. We had seven Make-a-Wish children in attendance. But with brothers, sisters and friends we had close to twenty kids getting rides in many different cars during our hour-long lunchtime session. That's the biggest turnout and the longest session that we have had in recent years. We had enough time and willing instructors and other Driver Ed participants to give rides, that we made sure that all the parents had the opportunity to get rides too! Check out the pictures on the NCR website to see a large group photo of the families in Winner's Circle at NHMS with two of the favorite cars that the kids wanted rides in.

In addition to the MAW participants

being given rides, other PCA members and guests joined us at NHMS during our DE event to drive their own street cars around the road course participating in the Charity or "Parade/Touring" Laps. Janet Leach spread the word amongst her Smart Car club and we had about a dozen Smart Cars taking parade laps on the track, in addition to a variety of street Porsches, a Lotus, Miata, Toyota and anybody who wanted to make a donation to Make-a-Wish!

We pack quite a bit of fun and fundraising into this event every year. For those of you unfamiliar with this event we use it to serve several purposes – fundraising for Make-a-Wish, giving Make-A-Wish kids and their families the opportunity for an on-track experience, giving non-DE members and friends a chance to drive their own car on the track, exposing folks to DE in the Track Samplers, and selling

the latest design of our long-sleeve track T-shirt with the net proceeds going to a good cause.

With some additional funds added from the club, North Country Region was able to equal last year's donation of \$7,000 to Make-a-Wish New Hampshire. NCR continues to be an annual Event Wish Sponsor, and is an Esteemed Wish Patron based on our lifetime donations.

Thanks to Steve Gratton for organizing instructors and cars for the Charity Laps and for many Track Samplers over the weekend. Thanks to Miriam Dunster and my friend Bill Raymond for attending just to help organize and run the event, and a big thanks to all NCR members and friends who made donations for the Laps, Samplers and T-shirts, and for some generous extra donations!



*photographs from Make A Wish
by David Churcher.*

continued on page 32 ...



This is a Porsche

Photograph by David Churher



ANTIQUES FOLK ART



THE PANAMERA IS HERE

David Churcher



It was a bright sunny Autumn day in NH when I thought I heard the Panamera had arrived. But, no ... not quite. Stay in touch ... I was told. Next day by pure chance I found it had just arrived. Two of them in fact. Could I get to photograph it? Yes ... after they were cleaned up.

It was not a bright sunny Autumn day in NH the day I could photograph the Panamera. It was a grey day but with a "soft light" photographers are often pleased to have. So I headed off to see what could be arranged. To my surprise and delight Harry passed me the key and then sat in the passenger's seat to give me

a few clues on the plethora of buttons. He then said: "Away you go. Do your thing!"

Happiness is: me, a Porsche, and a Nikon. Did the Panamera fit this description? Yes. Absolutely.

Let me assure anyone who is still wondering if this is a Porsche that it **is** a Porsche. Pure and simple ... it is a Porsche. I will agree it is larger than a 911 and has more creature comforts but from the driver's seat it feels like a 911 and from the driver's right foot it reacts like a 911. I won't rave on here ... trust me ... it's a Porsche.

My thanks to Barker's Farm Stand in Stratham and to Bob at The Collector's Eye on Stratham Circle ... nice locations for a shoot. And, thanks Harry.

Photographs by David Churcher.



Buttons everywhere. Every creature comfort from sound to cooling and bottom warmers too. At the show in Portsmouth October 22 the Panamera received a lot of attention.



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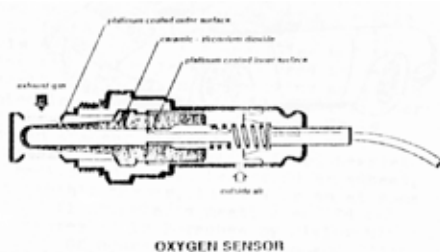
Rainer Cooney - Jerry Dascoli

Looking Back

...continued from page 11

a decade. Researchers had discovered a compound named zirconia that could generate an electrical signal depending on the percentage of the surrounding oxygen; today, zirconia is at the heart of a system which "sniffs" exhaust gas and continually adjusts the air-fuel mixture to ensure efficient operation of the three-way catalyst.

An oxygen sensor is screwed into the exhaust manifold so that one surface projects into the flow of exhaust gas, and the other surface is in contact with outside air. The closed-tube core of the sensor is made of a zirconia-dioxide ceramic which is coated with porous platinum inside and out. A small voltage signal is created by the difference in the amount of oxygen contacting the inner and outer surfaces of the sensor tube.



In the three Porsche models which use CIS Fuel Injection - - the 911SC, 924 and 924 Turbo - - the signal from the oxygen sensor is processed by an electrical control unit which operated a frequency valve. The frequency valve controls the fuel-air mixture as the voltage from the oxygen sensor fluctuates.

The Porsche 928 for 1980 is equipped with air-flow-controlled Electronic Fuel Injection, and here the oxygen sensor set-up is even simpler: the fuel injection control unit processes the sensor signal along with other information to control opening times of the electronic injectors.

About the size of a spark plug, the oxygen sensor is designed to be replaced every 30,000 miles. Although the sensor is part of a highly sophisticated system, the new set-up can be checked easily with a test light and a conventional ignition dwell meter.



Editor's note:

Below we are running the October copy of Looking Back. You may have noticed we had some difficulties in October's issue and repeated column one. Apologies to our anxious readers and to Judy for our blooper.

This month's pick was somewhat of a no-brainer. Edgar and Nancy Broadhead are more than an institution in NCR they are legend throughout PCA. Many of us know a lot of their PCA/NCR history, but reading through this member profile there were tidbits I must have known (I was a member when this was originally published, after all), but had apparently forgotten over the years. Read now and marvel at the adventures they've had.

From October 1979, Volume 2, Number 10

Ed and Nancy Broadhead:

Ed and his wife Nancy are charter members of North Country Region. Nancy is the one who provides us with the mailing labels for the newsletter. We do thank her for this because it is a rotten job to have to write out labels, and their being done by computer saves a lot of work. Ed has been a member of PCA since 1959, and just missed being a charter member of Northeast Region by a few months because he didn't have a Porsche at the time. He has owned a 1300 Super Cabriolet, a 1961 Super 90 Roadster (the only one he bought new), a 1957 Speedster, a 1955 356 1500 Normal coupe, a '57 550 RS Spyder, another 1961 Super 90 Roadster and his present car a 1967 911S Silver coupe. These were not necessarily owned in the same order as listed. The 1967 has not been out of the barn for a few years but will live again, as soon as Ed and Nancy finish building their new house. (Does anyone want to buy a big old farmhouse that used to be an Inn and is only 1/2 mile or so from a Lake?) Both Ed and Nancy have been very active in PCA but are not able to be at this time due to the house. We look forward to the time when they can attend events - their backgrounds are very interesting!

Ed was President and Vice President of

Northeast Region and on the BOD for several years. Nancy was also on the BOD and was Scoring Chairperson at the 1970 Northeast Parade, the first year they used a computer. Ed was the Autocross Chairman for Northeast's 1961 Parade and Tech Chairman for the 1970 Parade. They also ran the Ice Event for several years at the Lake near their home.

Ed and Nancy met when Ed was looking for a navigator for Rallies with the Touring Club of N.E. (a Boston based group), and a mutual friend suggested Nancy. They both worked for IBM at the time and they were apparently a fairly successful team. They rallied in the Super 90 and the club was upset when they got married because it broke up a good rally team - you are,

of course, aware that most husbands and wives do not rally together very seriously as it has been known to lead to divorce very quickly! They also came in 6th one year at the infamous Tri State Rally.

Ed has raced with SCCA for 13 years and was a N.E. Region Driving Instructor. He raced the Spyder and an Elva BMW. Interestingly, the Spyder was a car Ed had wanted for a long time but could not justify as an only car. Once he got married, Nancy's V.W. became the family car and he could get the Spyder. Nancy recalls a trip they took in it in October, in the rain, to The Laurentians in Quebec, Canada. She was sick for a week after. They wouldn't tell me any other stories because they said they were unrepeatable - maybe we'll hear some at the Annual Banquet.

Nancy is working in the Computer Center at Dartmouth College and Ed is a Product Engineer for MPB Corporation. Nancy has also done some autocrossing, but was not too thrilled with the sport, and she did come in second one year at the Tech Quiz in the 911 section. Both enjoy sailing and skiing as other interests. We hope to see more of these two in the near future - looks like there is a wealth of experience and information here!

Well, there certainly is a lot of experience and information available from these two. Since this was written in 1979, Edgar and Nancy have continued to support NCR in many, many ways. It is impossible to remember all that they have done, but to recall what I can: Since 1979 several other Porsches have joined the Broadhead family: the 1967 911 S finally finished restoration a couple of years ago rejoining the active stable of a Red 944 Turbo, a black 914/6 with a 2.2 or 2.4 engine (I can't remember), a Silver Boxster S and

yes a 356 again joined their family, a Blue B coupe. These five Porsches live in a vast warehouse like building next to their home sharing space with one or more antique fire engines, a Porsche tractor and lots and lots of Porsche and PCA memorabilia. It is a true Porsche treasure house!

Nancy moved up to the Registrar's office at Dartmouth and continued to do labels until the early '90's when personal computing became more common and the membership chair was able to take this duty over. She and Edgar are now both retired from the "public" working scene, but remain very active. Ed is a volunteer fireman with New London's Fire Department and does Porsche mechanic-ing on the side. Nancy remains an active knitter and supportive member to NCR. Both remain avid skiers enjoying weekday skiing at nearby Sunapee and their annual get-a-way to the Balsams. They are also active with the TYP356NE group taking many of the Spring and Fall Tours with the group.

They have returned to being perennial Parade goers and both consistently bring home tech quiz trophies in early 911 and 356 classes. They were the Tech Quiz Chairs for the Boston 1991 Parade and key Concours Scoring team members at the 1994 Parade. A role they have continued to perform at Parades ever since. They were deservedly rewarded for their faithful attendance and service when Nancy's name was drawn at the Charlotte Parade last year as the winner of the Grand Door Prize – the factory provided tour for two and vacation to Europe, complete with Porsche for a week.

Edgar continues to serve as NCR's Safety Chair and AX trailer manager bringing the trailer with all the equipment to every AX, although he doesn't compete any longer. He is also at every DE in his role as Safety Chair and Chief Steward. Edgar and Nancy both continue to serve on the NCR BOD as Senior Advisors – their longevity and experience invaluable to the region as it grows and expands its activities. We are truly fortunate to have these wonderful folks in our region.



MAKE-A-WISH ...continued from page 23



CHARITY LAPS 2009



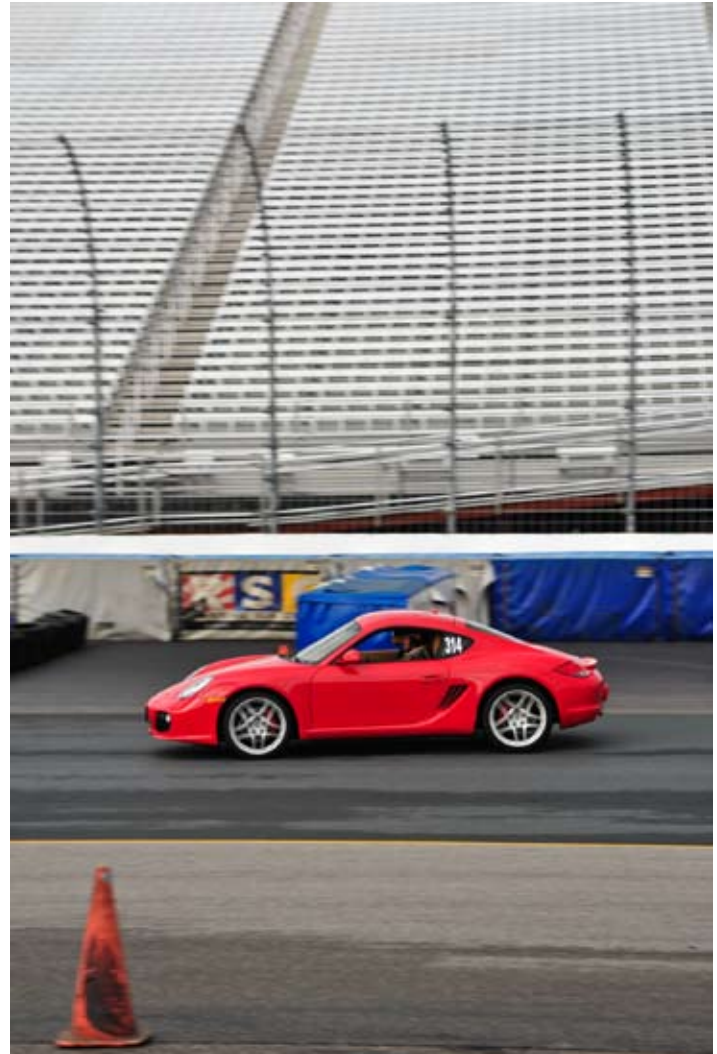
Clockwise from the top:

Storm clouds did not dampen any enthusiasm.

Blair Talbot getting ready for a day at NHMS

Oopsa ... Ron Mann goes the long way around the cones in turn one.

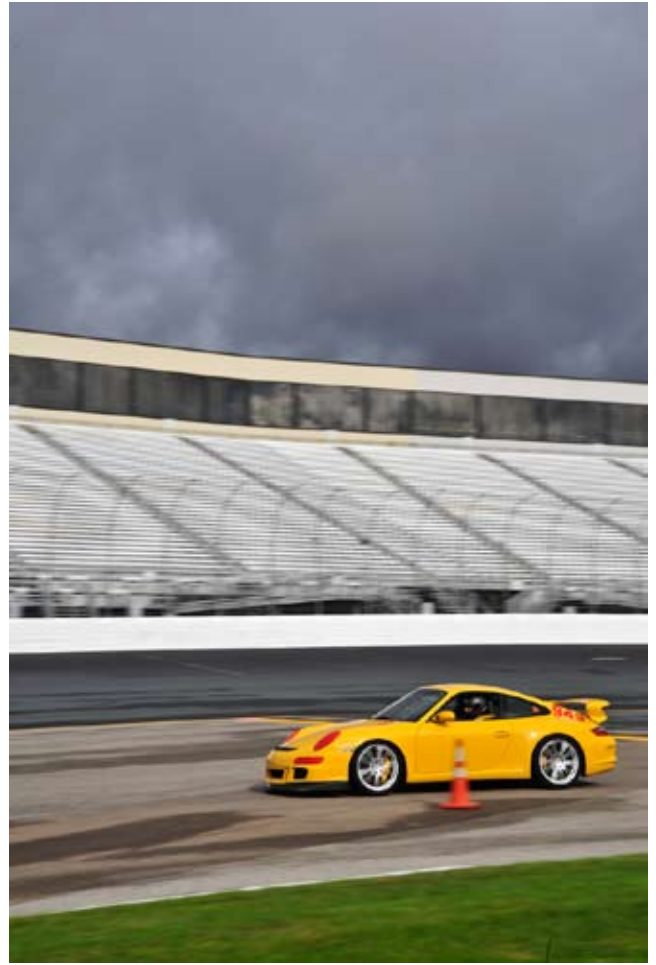






More photographs from the day of Charity Laps.

No ... the cars below are not Porsches.



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OPEN HOUSE OCTOBER 26



Counter clockwise from the top: It was Porsche of Stratham's open house to introduce the Panamera but the new car did not get all the attention. John Leach was taken by Chuck Schwager's 904 and Don Osborne was given a tour of the car by Chuck. Who is that with Ivy? That is Harry. And who is that with Harry? That's David ... Ivy grabbed the Nikon.

FALL GIMMICK RALLY

Eugene Kievit

Fall Gimmick Rally

(aka Robin Hood Rally)

Saturday Oct 3, 09

The weather gods were not in our corner for this rally. On this cold, damp, and overcast day we met at the Mickey D's on Epsom circle. The weather was so uninspiring, that only three of us out of some 16 cars brought their Porsches. This writer was one of the three! My friend Ron and I arrived just before 9am. This would be Ron's first rally ever. After the drivers meeting, I added one more instruction: "Don't even THINK about following me, as I'm always lost!"

Jim and Deb Gratton's efforts (along with some help from Ellen Beck) designing the rally course helped to brighten the day for us. The three hour rally took us through the backroads and a couple of highways in the seacoast area. We would end up winding through some nice little preserved towns and around Bow lake before we were done.

The theme of the rally, and of the questions we had to answer along the way was the adventures of Robin Hood. We even passed through the town of Nottingham. Congrats again to the course designers for the ingenious questions relating to Robin Hood that we were to answer along the way.

"Friar Tuck's stoutness got him into trouble when his wagon wheel broke. Where could he get a new one?"

We ultimately passed through Deerfield, Alton, Strafford, Lee, Northwood, and many others along some of my personal favorite backroads like Rt 107, 126, 155 and Bow Lake road.

Our final destination was Newick's Restaurant in Newington for lunch. This restaurant, a favorite among its many fans for their seafood, has a commanding view of the Great Bay.

At the restaurant we heard all the answers to all the questions about the merry deeds of Robin Hood amidst the groans from the participants. When all scores were tallied up Mike and Tim Platt were the winners followed up by, Mike and Bif Bratton, and in 3rd Place Ivy Leonard and Hank Cowles.

I was happy to have finished without getting lost, and answering about a third of the questions right. My detail minded friend Ron, the accountant, couldn't figure out how we missed so many questions. I kept on trying to tell him, its about the journey.



SALE***: Four stock Boxster wheels with slicks, painted gray/silver. Some small scratches in the paint from storage. No damage to structure. Asking \$500 for the set. Tire sizes Rear, 255/40 ZR 17; Front, 205/50 ZR 1, BF Goodrich G-Force T/A racing slicks, maybe 30% left Brad Marshall 603-496-2038 BRADUSM3@aol.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.

SALE***: 1) Four Khumo Victorace V 700 tires mounted on rugged rims with good tread. Fronts= 225/50 ZR16 & Rears= 245/45 ZR16. Asking \$550.00. 3) Kingdragon Neck Support. asking \$ 35.00. Craftsman 5 gallon air tank \$20. Call Jack Saunders @ (603) 536-4275 or email saundoj@suchmail.com

SALE*: 2004 VW Passat GLS Wagon - Original owner, fully documented from new. All service records. 38,000 miles. Reflex Silver/Black. Tiptronic, A/C, powerwindows, door locks, heated seats and mirrors, Monsoon CD/cassette, sunroof, four new tires (Continental ContiProContact) and new rear brakes (OEM pads and rotors). Vehicle is perfect. \$12,700 Michael Bernier (603) 594-8544 or mbernier44@comcast.net

Wanted: 23mm front and 28mm rear torsion bars for an '85 911 Carrera. Through body front sway bar and rear sway bar (Tarret, Smart, etc.). Jay Gratton JEG914@AOL.COM or (603) 498-8576

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Nelson Brooks is shown operating Precision's new Porsche scan tool

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Editor

...continued from page 7

... all we can do is apologize, clean up the poo, and have a laugh.

And now, as I begin this paragraph, November *Northlander* is almost ready for bed. A little late I admit but it is not quite November on the calendar. October ate in to our November schedule. We could say November is early this year ... just look at the weather, the leaves, the grey skies. Spring will be a long time coming and the early November has caught Ivy and Tracey and me off guard. We do our pumpkin thing in October ... you know, borrow a Porsche and head out looking for leaves and pumpkins. My two friends take their pumpkins very serious and there is a torrent of emails before we do our shoot. The emails begin with mild humour and end with wild humour. But not this year. For this year we do our autumn thingy with the Panamera. Shame we could not get the color to match the season but one can't complain about a Panamera. I had the car for a while and really wanted to know if it deserved to be called a Porsche. Or would it be another Cayenne episode. OK ... the Cayenne gets a lot of flack but we have to admit it was a radical departure from the family line. In my humble opinion the Panamera is all Porsche. It is part of the family.

And now ... hurry up spring. I am ready already.



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ETW



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