

NORTHHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXX number 1
January 2007



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Photo credits

Cover
Presse Porsche

p16 & 18
Presse Porsche

p19, 21, 23, & 31
Judy Hendrickson

p7, 13, & 14
David Churcher

p 42
Kraftwerkz
Brian Chandler

Editors

Tracey Levasseur
207-247-3385

David Churcher
603-799 4688

Advertising

Matt Romanowski
603-674-3250

Statement of Policy

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BOARD OF DIRECTORS

President

Miriam Dunster (H) (603) 659 8592 president@ncr-pca.org

Vice President

Ivy Leonard (H) (603) 380 3752 vice-president@ncr-pca.org

Secretary

Doug McIninch (H) (603) 472 8877 secretary@ncr-pca.org

Treasurer

Pete Petersen (H) (207) 646 5402 treasurer@ncr-pca.org

Past President

Janet Leach (H) (603) 433 4450 past-president@ncr-pca.org

Membership Chair

Lisa Roche (H) (978) 534 0118 membership@ncr-pca.org

Newsletter Editors

Tracey Levasseur (H) (207) 247 3385 northlander@ncr-pca.org

David Churcher (H) (673) 799 4688 northlander@ncr-pca.org

Webmaster

BobTucker webmaster@ncr-pca.org

COMMITTEE CHAIRS

Advertising Manager: Matt Romanowski (H) (603) 674 3250, advertising@ncr-pca.org

AutoCross: Joe Kraetsch (H) (603)924 4459, autocross@ncr.pca

Car Control Clinic: OPEN

Charity: Paul Tallo (W) (603) 594 9696, charity@ncr-pca.org

Chief Instructor: Bob Tucker, chief-instructor@ncr-pca.org

Concours: Judy Hendrickson (H) (603) 881 7576
Lisa Roche (H) (978) 534 0118
concours@ncr-pca.org

Drivers' Ed: Paul Frucci & Bob Pickul drivers-ed@ncr-pca.org

Rally: Don Johnson, (H) (603) 569 6578, rally@ncr-pca.org

Safety: Edgar Broadhead, (H) (603) 526 6578, safety@ncr-pac.org

Senior "Advisors": Edgar & Nancy Broadhead, (H) (603) 526 6578

Social: Ivy Leonard (H) (603) 380 3782,
Steve Robbins, (H) (877) 792 7861. social@ncr-pca.org

Technical: Jay Gratton (H) (603) 498 8576, tech@ncr-pca.org

Yearbook: David Churcher, (H) (303) 799 4688, yearbook@ncr-pca.org

CALENDAR

NCR CALENDAR FOR 2007:

Auto Cross

May 21- 22

July 16 - 17

August 17- 18 -19

October 15 - 16

Drivers' Ed

May 26

June 23

July 22

August 12

September 16

Social

January 13 Sleigh Ride

January 28 Yankee Swap

February 13 Valentine's Day event

April 7 Tech/Social Performance Electronics

June 13 Ice Cream run

November 10 Annual Banquet (tentative date)

Tech

January 13 Exotech ... engine and transmission rebuild

February 17 Do's and don'ts for buying an old 911

February 12 Harley Davidson Merideth NH ... w/ lunch

March 10 Porsche of Nashua ... Skip Barber Advanced Driving

March 31 Tech-Precision Imports: Bosch Technology

Rally

May 5 (tentative) Rally to Queechee Vt. w/ over night stay

June 9 Rally School

August 18 Rally and social event combined w/ MAW and NHIS

October 21 Shrimp rally

ZONE 1 CALENDAR FOR 2007:

March 3 Tech Tactics, Danbury CT

May 19 - 20 Rally & Concours, Newport RI

June 1 - 3 Watkins Glen Club Race

June 22- 24 48 hours at Watkins Glen

July 1 - 5 PCA Parade San Diego

July 6 - 7 PorschePlatz ALMS Lime Rock Park

July 25 - 26 PorschePlatz ALMS Mosport

Oct 11 - 14 PCA Escapes Daytona, FL

FROM THE DESK TOP

Tracey Levasseur



Change. Nobody abhors change as much as me. I'm a creature of habit, I like things to stay static and I thrive on routine. Maybe it's because I led a sheltered life where nothing much happened, maybe it's because those few changes in my life were traumatic so I approach every change with fear and dread because of the stress and disruption it will cause.

This may explain the reaction I gave when club officers approached me asking if I would be able to work on the *Northlander* alone. My immediate thought was I can't possibly publish this club's newsletter alone, I don't have the time or knowledge and it will totally disrupt my other hobbies. Bill Kallgren's expertise with layout and his regular From the Desktop pieces were things I couldn't begin to create on my own. I never used PageMaker to create anything and besides I'm not even that funny!

Then one day Judy Hendrickson said David Churcher was interested in working on *Northlander*. The club photographer? I barely knew him. How much would he be willing and able to help with? The few events I attended where I actually spoke with David were merely amicable salutations and his approving comments on my non-Porsche (it's always comforting getting acceptance when you're the non-Porsche person). However, as Judy and I chatted during the Zone 1 Autocross it became

apparent that I might just have a new "partner in crime."

So after a couple months of e-mailing back and forth at all hours of the day and night and teaching myself how to use PageMaker, David and I agreed on some drastic changes. We decided that a "change in command" at *Northlander* begs for a change in format and layout. This first issue is the result of that change. You'll notice some obvious differences now and in the months to come. There are also changes that probably won't immediately be obvious to you the reader but David and I will be working hard to keep articles fresh and current. We'll make every effort to bring you time sensitive material so you can plan for events in advance and at the same time package it in a new way to keep *Northlander* competitive with the other PCA regions' newsletters.

And as for the "change in command" I will miss working with Bill on *Northlander* but he's promised to write articles for us now and then. So he won't be completely absent. I'll hit him up for material when the newsletter looks lean. David has proven very capable at layout and very personable which makes this change easier to deal with. Okay, this change may be new and scary but if it's successful then it will be worth the effort.

Tracey

FROM THE DESK TOP



David Churcher

This is my first editorial for *Northlander* and I want to start by saluting Bill Kallgren. Bill has shared with me the same stories I have heard from other editors; that the deadline is always just a day away, the layout has odd bits of text and white space needing a fix, there is never enough material submitted. Bill has done a fantastic job on the magazine while managing to travel to far away places. If I can do half as well I will be quite pleased.

I cannot complain about a lack of help. Tracey and I will have about four months together as colleagues and co-editors by the time you read these lines. When we met a few months back to pass software I thought we might be having a quick drink, pass the package, and be off. Instead we had a few hours swapping stories and making plans. This energy has prevailed and I am really looking forward to a fun year, exciting graphics, and great stories.

As I write these words we have our experimental layout well on the way,

the January cover is designed, the advertisers' list is compiled, the calendar is taking shape, and a couple of stories have been written.

Although I am writing these lines on Thanksgiving Day I feel the pressure of the approaching deadline. I do not dare to think about the February issue. And we do not have enough submitted material.

Please, if you do have an idea for an article, write it, and submit it to us. If you are a photographer please let us see your work. We do need the material.

We do not have a "letters to the editors" column but we can always start one. Let us know what you think of the new look for *Northlander*. Let us know what you would like to see in the magazine. Let us have your opinion on any matter. Well, almost any.

And now, as I write these lines, I must conclude and go off to Thanksgiving dinner. And as you read these lines, we are all off to the start of a new year. Happy New Year!

David



Dick Klingaman's Kraftwerkz 917, NHIS October '06

FROM THE PRESIDENT



Miriam Dunster

Happy New Year!

I would like to thank all the members who took time to complete the recent membership survey. We received some useful comments and suggestions that we plan to incorporate into the activities this year. Of course we welcome any comments from the membership throughout the year. So don't feel left out if you did not have the time to complete the survey when it was available.

To initiate some interest, here are some highlights of the activities that will be available this year. Don't forget to setup www.ncr-pca.org as a favorite in your web browser and check it for updates to the calendar.

For those that enjoy tech sessions there are topics like "The Do's and Don'ts of buying an old 911", "Who is Harley and who is Davidson", an Engine Transmission Build, Bosch Technology along with others. Look for the detailed session information within this edition.

The Driver Education committee is working to diversify the track selections for our club members interested in this activity by partnering to promote events with other Zone 1 Regions outside of New Hampshire. I have heard some good reviews from our Northern buddies about their new track in Canada, Calabogie, so keep an eye on the website and Northlander for information on these events and the local NHIS activities.

Not to be out done, the Autocross events this year are excellent. We share one weekend with our sister region, NER, so you can now balance your "honey do list" activities or family commitments with the love of the sport.

Of course for those that like the less competitive side of driving we will be having sleigh rides, Yankee Swaps, Ice Cream socials, dinners, and Gimmick and TSD rallies. If those don't interest you maybe a drive to a country inn with dinner and an overnight stay might be more appealing.

We hope that the calendar will be diversified enough to have more members come out and meet each other while enjoying these great cars.

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

Miriam

THE STARTING GRID



Lisa Roche - Membership

New Members:

| | | |
|--------------------|------------------|-------------|
| Donald Brehm | Spofford, NH | 1983 911SC |
| Patrick Caron | Hampton, NH | 1996 993 C2 |
| Oliver B. Coolidge | West Ossipee, NH | 1987 911 |
| Garry F. Schreck | Nashua, NH | 1973 911 |
| Jason D. Schreck | | |

1 Year:

| | | |
|-------------------|----------------|--------------|
| Glenna Goodman | Contoocook, NH | 1977 911S |
| Carl Goodman | | |
| Andrew R. Schmidt | Grantham, NH | 2005 Boxster |
| Carl Schmidt | | |
| Chris Trider | Concord, NH | 1987 911 |
| Nicole Trider | | |

2 Years:

| | | |
|-------------------|---------------|----------------|
| Tim F. Melanson | Wolfeboro, NH | 2000 911C4 |
| Cindy Melanson | | |
| Rene B. Albina | Nashua, NH | None Listed |
| Melvis Ann Albina | | |
| Richard J. Rosato | Concord, NH | 2005 Cayenne S |
| Brian E. Yevick | Merrimack, NH | 1978 930 |
| Chris Yevick | | |

10 Years:

| | | |
|-------------|-----------------|-----------|
| Lou Alvarez | New Ipswich, NH | 1986 944T |
|-------------|-----------------|-----------|

15 Years:

| | | |
|--------------------|--------------|-----------|
| Scott R. Martineau | Hamstead, NH | 1987 944S |
| Heike B. Martineau | | |

20 Years:

| | | |
|-------------------|----------------|----------|
| Immo H. Christoph | New Boston, NH | 1985 911 |
| Anne C. Christoph | | |

SECRETARY'S DESK



Paul Tallo - Secretary

NCR-PCA Annual Meeting Minutes November 11, 2006

On November 11, 2006 more than seventy five Club Members and Guests met at Fratellos in Manchester, NH for the 2006 Annual Meeting and Banquet.

Janet Leach welcomed all present and provided the crowd with a recap of the many memorable highpoints of the year. With the assistance of Jim Gratton, she then distributed recognition gifts to the leadership of the Club thanking them for their many contributions making the year a success.

Henry Hoeh, the Zone 1 PCA Representative, was then introduced as a before-dinner Keynote speaker. Henry noted the work of certain NCR members (notably Joe Kraetsch and Lisa Roche) in running this year's Z-1 AX. Henry went on to outline the many plans for Z-1 and PCA in the upcoming year.

The elections of the 2007 Club officers were then announced. Miriam Dunster will be President, Ivy Leonard will be Vice-President, Pete Petersen will continue as Treasurer, and Paul Tallo will serve as Secretary.

Paul Frucci then announced Ivy Leonard as the DE Enthusiast of the Year. Bob Tucker thanked the loyal Instructor Corps for their service this year. Tom Harris was recognized as the

Instructor of the Year and presented with the trophy. Dave Porter received a special AX Award presented by Joe Kraetsch. Joe had to acknowledge that Dave was, in fact, the faster driver this year. Joe presented the other AX Class winners their championship shirts.

Throughout the evening Jim Gratton assisted in the announcing of the various Raffle winners.

The Doug Hendrickson Enthusiast of the Year recognition was, very fittingly presented to Judy Hendrickson.

Finally, as incoming President, Miriam Dunster provided her remarks and concluding thoughts. The meeting was then adjourned in favor of the fine meal.

Doug McIninch, Secretary.

EDITORS' NOTE: These minutes are from Doug; Paul has taken over as Secretary for 2007

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Paul Frucci
Bob Pickul

Happy New Year!

I am just coming to grips with the fact that yet another year has gone by and we are planning for yet another Drivers Education season. Time is relentless.

“TRAKTOY”, my trusty Red C2, is nestled in a corner of the garage with a “honey do” list sitting taped to the windshield (sound familiar?). Parts are ordered, some have arrived along with the credit card bill, and all I need to do is get to work on it (with some help from my more mechanically gifted friends:)). One of the things I am doing this winter is putting some “way cool” graphics on the car, having been able to locate the person who designed the graphics kit for it when it was first transformed into a track car early in its life. Putting them on the car should be interesting, having never done anything like that before. I am going to try and provide a DE update on a regular basis in the *Northlander* as we go through the winter and upcoming season, so I’ll keep you posted!

OKOKOK, I know what you really want to hear about is what we have in store for the 2007 DE season, not what I’m doing with my car this winter! But I’m the one writing, so deal with it.

The 2007 Season

I’m pretty excited about the upcoming

season and the DE Committee has strived to give our North Country DE participants an opportunity to “spread their wings” and experience an expanded schedule and track venues. Hence the theme for the 2007 season is “Spread Your Wings”. Clever, huh?

Hopefully, elsewhere in this issue there is a full page ad which lays out the entire season calendar, so cut it out and put it on your refrigerator next to the kids drawings, and above all, save the dates.

The first new stop for us this year will be at the end of June (the 25th and 26th) at Watkins Glen. My very first DE experience was at the Glen back in the late seventies (yes, I am that old), and it continues to be my absolute favorite. It is a 2.6 mile track with a rich tradition nestled in the heart of the Finger Lakes region of New York State and hosts NASCAR, SCCA, PCA Club Racing and Vintage events. It has gorgeous views, great facilities, camping, lodging, restaurants, wine tours and more. It’s a great place to bring your family. I promise if you’ve never been there you’ll love it.

Calabogie MotorSports Park in Calabogie, Ontario is the second new venue for us. This is a brand new Alan Wilson 3.05 mile long, 23 turn track designed primarily for club level use. It is pretty much the same distance from Montreal as Mont-Tremblant, just west instead of north, so we know we can handle the drive kids. The primary

organizer for this event is Upper Canada Region, and in addition to NCR, other regions including NER will be participating. So it should be a lot of fun. Stay tuned for more info on this event and track. Dave Karl drove it last year when it first opened and raved about it. He'll be penning an article for an upcoming *Northlander* issue sharing his experience.

So how are we doing so far? Getting psyched? If not, please check to make sure you have a pulse.

We will also be returning to Mont-Tremblant in August (3rd, 4th, and 5th) for the third year in a row, to Lime Rock for our annual "Fun Day", and we'll have seven track days over three events at NHIS as well. It will be a very full season, indeed!

So here are the summary facts of the 2007 DE Season:

- Number of track days: 16
- Number of different tracks: 5
- Number of 3 day events: 3
- Spreading your wings in 2007: Priceless

:)

Please feel free to email your comments and suggestions to de@ncr-pca.org



Hank Cowles' 935, NHIS October '06 Safe Driving. See you next month! January 2007

North Country PCA 2007 Drivers Education Dates

Happy New Year Everyone! It's a new DE Season coming up and it is NOT too early to start thinking about it! The theme for 2007 is "Spread your Wings" as NCR offers an opportunity for DE fans to add two additional world class tracks to their track repertoire.

Monday and Tuesday, May 21st and 22nd

"Spring was a Long Time Coming" at NHIS
This is our traditional "season opener". This year we will have

*Connecticut Valley Region
(CVR) as a co sponsor*

Monday and Tuesday, June 25th and 26th

Watkins Glen International,
Watkins Glen, New York
This will be our first time venturing up to Watkins Glen as a region, and we'll be doing it in partnership with Connecticut Valley Region (CVR) as a co sponsor.

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Northlander 13

If you've never been there, this is a must!

Friday, Saturday, and Sunday, July 13th, 14th, and 15th

Calabogie Motorsports Park,
Calabogie, Ontario

This will be the first full season for this 3 mile, 23 turn track, and NCR members will have an opportunity to help christen it in prime time as we partner with Upper Canada Region to present this 3 day event which will include an orientation day on Friday for Instructors and Advanced Drivers. Woo Hoo!

Friday, Saturday, and Sunday, August 3rd, 4th, and 5th

Le Circuit Mont –Tremblant

This will be our third year at Mont-Tremblant co sponsoring this very successful event with Connecticut Valley Region (CVR) and Northeast Region (NER).

You'll need to register early for this one!

Friday, Saturday, and Sunday, August 17th, 18th, and 19th

*“Hot Laps in the Summertime”
at NHIS*

*Friday Advanced Driver Day,
“Make a Wish” Charity Laps
on Saturday*

Thursday, September 6th

Lime Rock “Fun Day”

This annual event will front another 2 day DE event on Friday and Saturday sponsored by NY Metro Region, so there is a 3 day DE event to be had here!!!

Monday and Tuesday, October 15th and 16th

“Spring is a Long Time Coming” at NHIS

This is our season ending event. Let's hope it doesn't come too soon!

Please send comments or questions to de@ncr-pca.org



*Judy Hendrickson at speed.
NHIS October 2006*



Ivy Leonard
Steve Robbins

**DON'T FORGET THESE JANUARY EVENTS
SLEIGH RIDE AND YANKEE SWAP**

Sleigh ride: Point of View Farm in Deerfield, NH.
January 13th.

\$7 per person. Space is limited so RSVP soon to my email address ILeonard@ConsumerProfilesinc.com, or social@ncr-pca.org, or phone me at 603 380 3782

You can bring beverages on the Sleigh. We will have an hour in the social room when we get back and there we will enjoy snacks and hot chocolate. If you wish to bring anything please let me know as soon as possible.

Here is the link with directions..
<http://www.pointofviewfarm.com/directions.htm>

Yankee swap: is Jan 28th. 12 noon to 4 PM
Asia Restaurant, 99 River Road Newington

The gift limit will be \$30

Directions to Asia Restaurant, Newington, NH.

If you are coming from Dover, or from the west along Rte 4, take or merge onto Rte 16 south, moving into the right lane as you approach the Sullivan Bridge. Take exit 4 at the Mobil/Exxon station just over the bridge, and then take the first right – within 300 yards of the exit – and follow around under Rte 16, past entrance to Rockingham Electric, and straight through intersection...Asia is less than one half mile on right.

From Portsmouth follow Rte 16 North to exit 4 (first exit past Walmart) turn right at end of exit ramp and follow less than one half mile to Asia on right.



ALONG CAME A SPYDER

Little Miss Muffet sat on a tuffet and along came a Spyder and revved up beside her.

This particular spyder would not have scared Miss Muffet away. More likely she would have clapped her hands and said: "Oh, look! The ultimate Porsche!" And is this the ultimate Porsche? I think it is. I am due for a new affair with a Porsche race car. It has been many years since I fell in love with the 917. The 2006 LMP2 caught my attention and now the 2007 version has been released I am convinced Porsche has a winner. And, a new classic like the 917.

Remember the T-shirts "we can't go racing we are too busy building SUVs"? Probably while those T-shirts were being sold Porsche already had their plans made and the designs well on the way. There must have been a few wide grins in the engineering department as they worked on the new car and waited for the day to unveil it. The SUV programme no doubt funded a good part of the LMP programme.

The rules for LMP1 and LMP2 are set out by the Automobile Club De L'Ouest. The ACO is the governing body for Le Mans. The rules are written in French and in English taking up 36 pages with explicit technical specifications for the car's design. These specifications include overall dimensions, inlet diameter, materials allowed and disallowed (no magnesium sheet thinner than 3mm), wings, throttle connection (must be mechanical), fuel tank capacity and location, transmission (6 speeds maximum), etc. The engine specifications and the car weight are

David Churcher

perhaps the most prominent.

For LMP1 the weight restriction is 925 Kg minimum. The engine can be 6 liters for normally aspirated, 4 liters for turbo/ supercharged, and 5.5 liters for a turbo/ supercharged diesel.

For LMP2 the weight restriction is 775 Kg minimum. The engine can be 3.4 liters, eight cylinders maximum, for normally aspirated; 2 liters and six cylinders maximum for turbo/ supercharged.

Fuel capacity is 90 liters maximum with very strict rules for measuring the total capacity... ie: lines etc. are included in the 90 liter maximum.

The rules are further enhanced with diagrams and dimensions for many features and include the wooden skid block which every car must have. I can only imagine the engineers' initial contemplation of this set of rules. They probably went straight to their CAD system and made a template from the rules and diagrams. Their car would then take shape within this template.

The LMP2 class and specifications is a level below LMP1. "LMP" means Le Mans Prototype and seems to appeal to the old days of D-Type Jaguars, Aston

Martins, and Ferrari. The cars built to today's LMP specification have no relationship to the cars of old. This is all a high tech and a formula designed, I think, to confuse engineers. It may well be confusing and difficult but the outcome is a very exciting set of race cars.

Looking at the choices of specifications choosing which class to compete in must be a deliberate decision. Audi has decided on LMP1 with a gasoline engine and more recently with a diesel. The results have been stunning and include a series of Le Mans outright wins. The diesel LMP1 has shown the diesel concept is not just for trucks but is also for race cars.

Porsche, Courage, Radical, Lola, and Acura have all elected to enter LMP2. It would seem a LMP2 car can not win outright at Le Mans over a LMP1. The most recent limitations imposed on LMP1 might change that. But more logically the constructors wanting an over all win will eventually move to LMP1. Now, this is really exciting to contemplate.

How has Porsche elected to build

CONTINUED ON PAGE 29



INTERVIEW

WITH JUDY HENDRICKSON

ENTHUSIAST OF THE YEAR 2006

David Churcher

DC It seems a little strange to be interviewing you. We have known each other five years and other club members have known you longer. Do you think we can find some little known points for this interview?

Let's go back a few years: You were born in Georgia, grew up in Florida, went to college in Atlanta, and majored in History, with a minor in Education. Then joined the Air force ?

JH Born in Savannah Georgia. My mother had hospital rights due to Dad's World War II military service and we were moving about as various bases were closed after the War ended. Mom's sister lived in Savannah, so she went to stay with her until I was born while Dad returned to his pre-war work in Orlando. I lived in Savannah just six weeks and then Mom and I joined Dad in Orlando. We moved around for a while with Dad's pipeline construction work, but by the second grade we settled in Orlando where the company headquarters was. Dad commuted to construction sites throughout Florida and South Georgia.

In between college and the Air Force there was a time there was no work for liberal arts graduates. I tried to get work in the airline industry but had no luck. After a short stint as a dog handler for a family friend in Pennsylvania an Orlando neighbor helped me secure a job as a teacher back in the Orlando area. But I could not stay objective. Of my 26 students only one had an IQ of about 100. So I was always digressing into their issues. Teaching was not for me. Then I saw a TV ad for the Air Force by one of



the actors from Hogan's Heroes aimed at female college grads. I thought this might be the answer. A job, pay, training, and the GI Bill. I could end up with the business degree I wanted. I did not intend to stay in for 20 years.

DC When did the quest for speed, and cars, strike?

JH When I was very young. I was playing with trucks and cars in the sand box as much as I was playing with dolls. My father was in the construction business and I always loved to be with him on the bulldozers. He would take me to stock car races. I loved the movies of Doris Day and Rock Hudson with the fancy sports cars they had. The urge goes way back.

In 1961 I went to Sebring and I was hooked on racing after that. The

CONTINUED ON PAGE 21



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Rodriguez brothers were there, Porsche 550s, and the Grossmutter (W-RS Spyder). But I was not interested in those small cars running in the two litre class ... the corvette Mako was there, Chaparrals, Ferrari All more interesting. I was fascinated by the infield parties. All those people with sofas on the roofs of trucks, drinking, singing. Wild stuff.

DC Do I remember correctly stories you told me about riding a motorcycle..? And a trapeze artist?

JH Yes. Had a motorcycle, 1977 Hondo 400F Café Racer. The trapeze artist was a brief experience while very young. I fell out of a tree and broke my arm.

DC When did the Porsche bug bite?

JH Oh, some time later. While I was in the Air Force and after I met Doug. I joined the Air Force and went to San Antonio as an E4 (Staff Sergeant), entered the officer training program and came out 90 days later as a second lieutenant. We were called "butter bars" because of our yellow bar and the school was called the 90 day wonder school. I went from Texas to Utah and saw my first deserts, bare mountains, and deep snow. I also learned to change my running habits. My usual three mile run became an agony and I could not get my breath. The altitude difference got me. I was there from 1970-1974.

DC I recall you met Doug in Utah. In a bar while smoking a cigar. Where are

the car stories?

JH Yes. All true. We met on Memorial Day 1972, got engaged on the Fourth of July, and married on September 23. I was 26, Doug was 30. We had 23 wonderful years together.

Doug and his father were both photo hobbyists. On his first tour Doug was in Germany at Bitburg which is close to the Nuerburgring. He had a 35mm Kodak Retina camera and the races became the subject of his photography hobby. But they soon became his passion. He had the bug. At the 'ring he was photograph-



ing (Sir) Stirling Moss, bird cage Maseratis, and other great cars of the day. While working on the base he met lieutenants who were racing Porsches and he would pit crew for them. His first ride in a Porsche was to use the Porsche tractor for cleaning the runway before races. He could not afford a Porsche himself so he bought a Battleship grey German spec MG Midget. His next post was at Eglin AFB in Florida where he joined the SCCA and went to flag and com school. He wore out that MG and later bought another one, a red one.



Funny thing is when we met and talked cars I realized he was at Sebring when I was. He was amongst that wilder crowd I mentioned.

The B-52 wing at Eglin closed and Doug was moved to Beale AFB near Sacramento, CA. He sold the MG Midget and bought a MGB GT for Autocrossing. He decided if he was staying in the Air Force he should do it the smart way – get a commission. So, he worked nights so he could go to day classes at Yuba City Junior College. After two years of that he was accepted into the Air Force “Airman Education and Commissioning” program to complete his Electrical Engineering degree at Sacramento State. And later to the 90 day wonder school.

The MG-BGT became a trade in on a Mustang. The rust free Mustang was a trade in during a trip home to Vermont for a '71 Porsche 914-6. He went to Utah with the Porsche where we met and while I was driving my own Mustang. I had respect for this Porsche. That is where my Porsche experience began.

In '74 we went to Germany on a temporary assignment. Doug and I were working with contractors servicing the F4. We saw the Porsches in their native environment, on the Autobahn and at the 'ring. At the air field races we were fascinated by the 914 converted to a fire truck and manned by two persons qualified as drivers and as medical personnel. All this was our final push in to the cult of sports car racing.

I learned a lot about cars from Doug. He was always tinkering and very good about explaining. We came back from Germany and we were separated for a while by the Air Force. We joined PCA in Utah, came to Nashua in July of '75 and joined the charter group for NCR in 1977. We were then moved to Andrews AFB near Washington DC. This is when Doug asked if I wanted a Porsche or a Mercedes. We bought the yellow 911 SC Targa.

I did not like racing that 911. Too twitchy. So I gave the keys back to Doug and went back to the 914-6.

We went to our first parade in '76 at Brainard Minnesota. Jackie Ickx was there with a 936. Porsche Audi introduced the 924. It was our first Parade but we made most of the following Parades and thereby made friends all over the country. In '84 we were back at Hanscom AFB and too busy to do much. Doug retired in '87 and I retired in '89 ... then we were very busy with the Porsche club. Doug became Editor for *Northlander* in '90 or '91. In '95 I was asked to join the National office of PCA as membership committee chair. Later, in 2000 & 2002 I interviewed for a position on the Executive Council. I served as Treasurer in 2003 and 2004 and helped move the PCA into the electronic banking age. Later I stepped down to take care of family matters.

DC And then the driving skills were polished ... and then you became an instructor?

JH That was 2002, I think. Ellen (Beck) was already an instructor and she persuaded me to become one too.

DC Hard to resist Ellen, eh?

JH Big smile :)

DC Any funny stories, or horror stories, from being an instructor?

JH Yes. Well one was not as an instructor. I think I was running in white or maybe black. I asked George Beuselinck to ride with me. We were in Jelly Bean heading down hill towards the straight at Lime Rock. George had previously said I should not brake so hard. This lap he was saying to himself: “If she pulls this off she is better than I expected.” He says we were doing about 85 mph. Then ... two complete circles in the middle of the track. Did not touch a thing. Only embarrassment was to see the driver behind me was the same person I spun in front of earlier that day over at Turn 5.

An interesting instructor story is: approaching turn three at NHIS with a student I noticed she was not braking. I asked her a second time to brake but she did not. Apparently she had seen a gap in the tire wall and was heading for it. We passed through and did not touch a thing.

DC What tracks have you driven?

JH Brainard (MN), Summit Point (WVA), NHIS (NH), Watkins Glen (NY), Mt. Tremblant (Quebec), Mosport (Ontario), Mid Ohio (OH), Thunder Hill (CA), VIR (VA), Sebring (FL)...

DC Do you have a favorite track?

JH Probably three really. Mosport, Mt. Tremblant, and Watkins Glen. All big, fast and technical.

DC And what plans do you have for '07?

JH The Yellow 914 is a project for '07. I needed a dedicated race car because the red 914 was taking a bit of a beating. The new car was found by Matt and Jay. It was a "roller" when we found it. i.e.: no engine installed. I would have to find one. A friend went to visit the car and reported back it was in good shape and the current owner had received it from his dad, who in turn had bought it in Massachusetts. The history trail showed the car to originally be a '73 914 1.7, and, was owned by NER member, Steve Ross.

Jay and I went down to get it, pushed it on to the trailer, brought it home and began work. Bob Pickul modified the roll cage, Mark Nadler began to build up an engine with Webers on it.

DC Why carburetors?

JH Because they were available. I did some of the scutt work with Mark refurbishing the motor ... he passed me a torch to use in loosening up crankcase studs and cautioned: "wave it around ... that's magnesium."

DC So things progressed faster than expected?

JH Yes. We planned to be ready for NHIS next year but got a ride in at the October DE. The car is powerful (we think 165 HP or so) and needs some sorting out. We want to relocate the battery, change some oil system plumbing, make a better seat and install a passenger seat. The first rides were eventful ... Mark had the honor of the first start up and drive down the street. Monday at NHIS I was sorting things out behind a GT3 which lost its coolant and sent me into a spin. I was right angles to the wall on both sides of the track. Quite a ride I must say. It did not foster confidence in the car the rest of the day. But I was feeling much better about the car by the end of the second day. Matt was pretty happy with it. I'm sharing the car with him.

CONTINUED ON PAGE 31



A PORSCHE PASSES TWO STRUGGLING FERRARIS AT SEBRING

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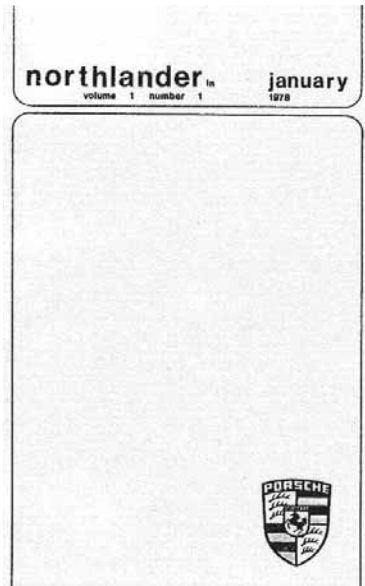
LOOKING BACK

Judy Hendrickson

New Editor, David Churcher was over this weekend (mid November) for some PageMaker lessons/tips and tricks. In looking over a draft of his new layout for 2007 I noticed we were starting Volume XXX of the *Northlander*. Wow, the start of our 30th year!

It then occurred to me as we continued our discussions that Jim Gratton had just delivered two boxes of the early *Northlander's* from Michael Grishman, our first President. Off I went to retrieve them and see exactly what we had. As I got the contents in order, David and I began to develop an idea for a column to run monthly for Volume XXX.

Many newsletters run an article that looks back over their history as reflected in their newsletter archives. We haven't had such in awhile so join me as I take a journey down memory lane (my late husband Doug and I were part of the group that chartered North Country back in 1978).



30 Years Ago (Volume 1, Number 1) January 1978

While our charter was issued 13 February 1978 (charter dates always coincide with a PCA Executive Council meeting date), discussions began in the fall of 1977 to form a new Region. It was clear before the end of the year that the Region would be a reality and efforts got underway to have a newsletter to start off 1978.

Jim Smith, friend of Michael Grishman and residing in Brewer, ME, was our first Editor. Jim would later that year help charter Acadia Region serving at that time northern Maine along with the Atlantic Provinces of Canada. Acadia Region is now only the Atlantic Provinces

"True
"Porsche Pushers"



and Downeast Region serves all of Maine. However, Jim didn't abandon us, but rather edited two newsletters, Northlander and Acadia's for a couple of years. Jim would even take a first place in class in the newsletter competition for his efforts in 1978. But I am getting off focus.

Our officers were President: Michael Grishman, Vice-President: David D'Orazio, Secretary: Susan D'Orazio, Treasurer: Mitch Manseau and Membership: Mary Staley. The format of the newsletter was the same 8.5 by 5.5 size it is today. However, it was composed on a typewriter, Xeroxed, folded, stapled and sent to the members via First Class Mail (all 26 of us as PCA counts or 39 noses as we like to count). There was a nice heavy stock cover and it had a nice look for its time. Content of this first issue was essentially the Bylaws and Membership List, some really neat original cartoons by someone named E. Zelz (we'll learn more about who this is later in the year). There was also a Treasurer's Report indicating we had a grand balance of \$30.77. Another item of interest was a pencil rally. See elsewhere in this issue for a reprint of this rally.

20 Years Ago (Volume 10,
Number 1) January 1987

Our officers were President: Ray Ayer, Vice President East: John Milliken, Vice President West: Michael Ahern (remember North Country originally was composed of NH and Vermont), Treasurer: Mary Milliken, Secretary: Bill Jacobs, Membership Director: Stephen Kaplan and Newsletter Editors: Ray & Vicky Ayer.

There was the proverbial call for input from the Editor and a recap by the President of 1986's most significant event, the breaking away of Vermont

into its own Region – Green Mountain. The Treasurer's Report showed a significant improvement in our finances over our inaugural year, with a balance of \$2657.22 in the checking account and a Money Market Fund Balance of \$5470.81.

Although we don't know how many members we had at this point, the new member listing included 30 new members (as PCA counts and 47 noses as we count).

There was a report by 1986 Secretary on the Annual Banquet Membership Meeting which related in some detail the controversial move led by John Milliken of the Burlington, VT area to leave North Country Region and form their own Region. 57 members were in attendance at the meeting held at the Stoweflake Resort in Stowe, Vermont. It seems in hindsight that the emotional discussion that ensued was brought about as much by the surprise to those in attendance that any such move was afoot for a new region formation as it was by formation of a new region. National granted Green Mountain its Charter in mid November of 1986. Very few, if any, of our Vermont members chose to transfer to the new Region choosing instead to maintain their membership with North Country. I think the lesson here is that conducting business in secret often creates more problems than it solves.

The balance of the newsletter was devoted to a Member Survey (familiar item here), an article from a Central New York Region member about their first Parade (Portland, ME in 1986), a Trivia Quiz matching answers to questions, but no listing of the correct answers and a Porsche Press Release item announcing Porsche is the first

RALLY?

The FIRST PENCIL RALLY is a two parter, rather simple rally testing above all the failing eyes, (those requiring a magnifying glass take two giant steps backwards).

Object: to past time until the proper season arrives.

- C.I. 1. do not use interstate
 2. mileage is to be taken only if present
 3. pause 1.00 minutes at each R.I. broken total CAGT
- | | | | |
|---|-------|-------|----|
| 1. start rally in Londonderry | 0.00 | 0.00 | 35 |
| 2. take 120 south | | | |
| 3. I.L. at Y | 5.25 | 5.25 | |
| 4. I.L. onto 111 | 5.25 | 10.50 | |
| 5. right at 2nd opportunity | 7.35 | 17.85 | 37 |
| 6. acute left | 8.20 | 26.05 | |
| 7. right onto 111 | 9.11 | 35.16 | 40 |
| 8. acute left | 6.34 | 41.50 | |
| 9. right onto | | | |
| 10. right at Y | 9.40 | 50.90 | 32 |
| 11. take 3rd left | 4.97 | 55.87 | |
| 12. T.R. 13.00 miles from R.I. 11 | 13.00 | 68.87 | |
| 13. end rally in the first town you enter | 8.00 | 76.87 | |

Question in what town do you finish and, quite naturally, how long did it take to finish the rally?



auto manufacturer to use fully enclosed carriers to transport its cars to dealers.

The format of the newsletter at this point in time is a sheath of 8.5 by 11 papers, Xeroxed and stapled in the upper left hand corner and folder over for mailing.

10 Years Ago

Not sure what happened to a January issue. The one clearly labeled as Volume 20, Number 1 is for February/March. So we'll hold that for next month.



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SPYDER ... CONTINUED FROM PAGE 19

their car to the LMP2 rules? Rather than write my own list of features I will add here a piece from the Porsche press release. Please note the spelling: it is English, not US-English, hence "s" and not "z" is used, etc.

Porsche has developed and built the open RS Spyder in accordance with the rules and regulations of the French Automobile Club de l'Ouest (A.C.O.) racing organisation under the designation "Le Mans Prototypes 2". This means that this racing car may be entered, inter alia, in the American Le Mans Series (ALMS), the European Le Mans Series (LMS), and the 24 Hours of Le Mans. Choosing the second-highest of four A.C.O. racing categories, Porsche is facing competition at the highest level of technology and at the same time limiting the cost of racing the car with a view to future entry of the RS Spyder by customers.

Following thorough computer simulations and tests in the wind tunnel, the RS Spyder will feature an updated and upgraded chassis next season. Optimisation of the wing and rear diffuser serves not only to enhance the aerodynamic efficiency of the car, but also to improve the range of set-up options for different kinds of race tracks. At the same time the carbon-fibre body has been modified for an even higher standard of ease and convenience in service and maintenance. And last but not least, the thermodynamic qualities of the RS Spyder have been optimised inter alia by re-designing the air ducts leading into and out of the radiators.

The 90 degree V8 racing engine developed by Porsche for long-distance events develops maximum output from 3.4 litres displacement and with the air volume restrictor required by the pertinent regulations of 503 bhp (370 kW) at 10300 rpm, an increase in output over the former model by 23 bhp. The weight of the car is also in line with the A.C.O. Regulations, with the new RS Spyder weighing in at exactly 775 kilos or 1709 lb.

The sequential six-speed dog-shift gearbox with its three-plate carbon-fibre clutch is fitted in lengthwise and is integrated into the chassis as a load-bearing component. Gears are shifted directly from paddles on the steering wheel. Porsche has upgraded the gearbox for the forthcoming racing season above all with the objective to make the gearshift even more reliable, smoother and less demanding on all the components involved, and at the same time even more precise.

This prototype sports car is based on a carbon-fibre monocoque chassis, with double wishbone track arms for the front wheels attached to the ultra-stiff and light body structure. The double wishbones at the rear, in turn, are fastened to a carbon-fibre element bolted on to the transmission housing. Torsion springs and pushrod-operated four-way gas pressure dampers, as well as bending-leaf anti-roll bars, round off the suspension of the RS Spyder modified for even faster and more precise handling in 2007.

Great attention has also been given to the ongoing development of various other components of the car such as the central electrics, the hydraulic system, and the power steering.

The brakes feature double master

cylinders, variable brake force distribution and inner-vented carbon-fibre discs measuring 380 millimetres or 14.96" in diameter on the front axle and 355 millimetres or 13.98" at the rear. The racing tyres for this prototype come from Michelin as a Porsche's partner included from the beginning in the development of the RS Spyder.

Precisely when the new model is being presented for 2007, the current RS Spyder is on the finishing straight right now at the end of its first complete racing season. With two races in the American Le Mans Series (ALMS), the most significant US Sports Car Championship, still to come, the Penske-Motorsports-Team as Porsche's partner in cooperation and exclusive customer is now looking directly at the Driver's, Team and Manufacturer's Championships with Porsche's sports prototype. And apart from superior class wins in the Le Mans Prototype Class 2, this light and agile Porsche also scored a sensational one-two victory on the winding Mid-Ohio race track in May, beating LMP1 prototypes despite their extra power on account of the regulations set out to their advantage.

restriction lifted. So how does one in the audience compare car to car, or, winner to winner? Well, I think, it is like foot ball ... do the math and the statistics and see who "won" ... it is not necessarily the first car over the line.

So if LMP1 cars win at Le Mans, and LMP2 do not, does this mean Porsche will go to LMP1? No leaks in the press have indicated this will happen. But if you contemplate the rapid success of the LMP2 cars and Porsche's clear presence in racing ... well ... a Porsche LMP1 and a win, or series of wins, at Le Mans is not out of the question.

Oh, dear. I am in love again. It was, well, still is, the 917 ... but the LMP cars are a thing of beauty and excellence. I wonder if in 30 years from now I will look at the LMP cars with the same awe and respect I have for the 917.

LMP has brought back the excitement, and the engineering, we saw in the 1970's.

Excellence can be expected.



Considering the thrashing Porsche took in years gone by at the hands of Indianapolis rule makers, and the CanAm rule makers, it is amazing Porsche is back in the game. Recently the LMP1 cars of Audi have made a well deserved mark in history but have, more recently, been penalized with an inlet restrictor size to "bring them in line with LMP2". Shades of Porsche history. Meanwhile Lola has managed to have a weight

INTERVIEW ...
CONTINUED FROM PAGE 23

For '07 we will do DE of course. Matt is keen to do some enduro racing. We will see.

DC This story all adds up to being a pretty enthusiastic Porsche person. Yes?

JH Yes.

DC Were you surprised to be recipient of this year's award?

JH Oh, yes. I have only been doing the things I usually do day by day. I don't think of it as anything special or unusual but I guess others do.

DC Big smile :)



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DEAR HANZY, MEIN HANZY

John Killion

Author's Note: As most of us already know, Porsche is planning to bring to market both a four-door and two-door GT monster car in addition to its current line of SUVs. Car and Driver magazine went so far as to suggest that Porsche may actually resurrect the 928 moniker for this beast, and I can't help but ironically think that it would be fitting. I enjoy and love a 1987 928S4 Dinosaur that lives in my garage, for what she is, or perhaps was. Her lines are pure beauty and her zest for life indisputable, but I can honestly tell you that the time for this car has passed. She shares her stable with a much lighter and far more efficient 944 who is four years her senior yet ten-times as agile in her old age, and considering the known reserves of fossil fuels I can't help but consider the aged 944 the more modern car. Lotus anyone?

Dear Hanzy Mien Hanzy:

I wish to apologize in advance if this missive reads as unduly mystic or perhaps even cryptic, which is entirely possible and even likely in consideration of the peculiar event I've recently experienced. Let me explain. Last Saturday morning dawned with a brightness that would've sent Apollo running for his darkest pair of shades, and as I entertained that charming thought I grabbed the keys to the 944 and pointed her toward the hills for a bit of free-morning slice and dice.

Yanking several hundred pounds from

an already-lightweight 944 yields a car nearly perfect for mountain work, especially pointing downhill on a decent set of summer tires. The lack of soundproofing under the thin carpeting manages to transmit a plethora of mechanical Mozart in spite of the fact that there's only two and a half skimpy liters of displacement to fill the choir. As I tiptoe through the turns I marvel at my savings, both financial and philosophical in my choice of ride. All this vunderbar kinetic energy of movement, this object in motion tending to stay in motion in the direction that it is in motion, this basic principle of physics playing itself out before my eyes for my silly amusement and entertainment, for my foolish pleasure, my simple-minded challenge, or simply something to do on a Saturday morning and I can't help but feel that all is right in the world as both my car and myself gather the momentum required to face the coming day.

And it was within such an enlightened and enchanted mood that I found myself pulling into a scenic overview with the idea of walking across the road to view my deep blue car painted against a vista that encompasses all the beauty of the world. As I downshifted into the parking lot my eyes instantly locked onto the form of an early 70's Porsche 914, all 1.7 liters of it — a lawnmower's engine — so I twisted my steering wheel while standing the 944 on her nose to come to

a sliding halt beside this icon of the Very First Energy Crisis. I was immediately struck by the purity of the machine as my otherwise old and puny 944 towered over it, menacing a fellow Porsche in a manner that she rarely gets to enjoy, sort of a battle of the runts with my car shamelessly and audaciously flaunting her additional liter of engine displacement and her decade of engineering refinement.

I threw open my door and rushed to the 914. Its pearl white paint was flawless, and the purposeful and angular interior looked absolutely perfect. I saw what I thought to be the original window sticker sitting on the passenger seat and I suffered an extended moment of confusion as I tried to assimilate this seemingly incongruous fact with my certain knowledge that this car was manufactured while I was still popping pimples in High School, so, so long ago. And yet here it was, perfect, looking as though it had just left the showroom over thirty years ago, having never aged a day in the interim and having never accumulated a single stone chip - or even a bug - from what I could see, and I began to wonder exactly who would own such a car.

I looked around the rest area to answer my question, reluctantly raising my gaze from this museum piece to the surrounding area, and I was startled to realize that there was a man standing beside me who smiled and calmly said, "Yes, you are correct. This is a perfect day."

Quickness of mind never being my strong suit, I struggled to switch gears from the 914 to a functioning verbal language and babbled, "Yea, um... yea. That's exactly what I was thinking a moment ago..." while squelching an urge to scratch my head and betray my total lack of comprehension.

He brushed past me and climbed into

the 914, turning the key with a single and deliberate motion. The teeny-weeny pistons began their distinctive air-cooled bleating, and I could hear the whirring and spinning of various shafts and timing gears — as well as the frenetic tapping of Hershey Kiss sized valves opening and closing as the diminutive 4-cylinder engine finally found its idle and settled down to the business at hand.

I am quite sure that my awe was as apparent as my stupidity when I asked, "Which way ya going?" and the only response I received was a nod indicating... downhill...(Ah Ha!)...the only predatory hunting grounds of my anemic little 944! I thought of my cherished car first, as always. She hadn't had a good meal of any sort in quite a while, and I was sure that this tasty little Porsche appetizer would be a welcome treat, a snack to hold her over 'till she could feed on her usual fat, five-liter Ford on this same twisty mountain road, performing like a skinny and emaciated lion dropping an old gazelle hindered by extreme obesity. But not in this case. I looked at the diminutive and perfect 914, sitting pretty on its... bias-ply tires, square-edged and factory hard-as-rocks and I smugly nodded to my 944 to take notice of her prey's footwear; old Converse canvas flattops compared to her set of modern Nike cross trainers, and when I looked carefully at those flat-shoes I was amazed to see that they showed absolutely no wear and still possessed their whiskered nubs and original casting slag, which only served to deepen my growing desire to contemplatively scratch my head.

CONTINUED ON PAGE 35

Schroth · Sabelt · Brey Kraus · Motec · Stack · Brembo · Bilstein · Recaro · Pagid ·

Brembo · Bilstein · Recaro · Pagid · AP · Alcon · JRZ · Moton · Eibach · Hypercoil · Bosch · Fikse · BBS ·

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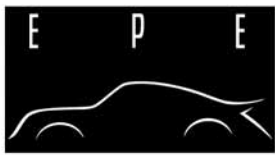
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Happy Motoring
Jerry Pellegrino

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“Maybe I’ll follow you,” I said as I quickly I turned to my car. “I was heading in that direction anyway,” I slyly added while squeezing into my race seat and fumbling with the belts.

He looked at me in a way I don’t think I’ve ever been looked at before, and seemed to look right through me — or perhaps beyond me — and in a solicitous manner that was at once both kindly paternalistic and vaguely pitying said, curiously and pointedly, “It’s been known to happen.”

I fired my mighty two and a half liters of entry-level Porsche and watched the gauges spring to life while thinking about my 148 horsepower. If this were a Mustang or even a Vette I wouldn’t have shown the least concern, yet the pristine 914 and its enigmatic pilot had both rattled and thrilled me in a manner most unique, but I nonetheless found first gear and blew out of that rest area like curry through a timid Caucasian.

Now, my dear Hanzy, I know you’re vividly aware of my intense personal torment concerning my rigid state of reason and adamant adherence to all things provable beyond a shadow of a doubt, of my infinite and unyielding faith in the rhyme and reason which govern the natural laws and universal structure of the entire universe, yet I could not explain nor credit the feeling of overwhelming calmness and serenity that descended upon me, and before I knew it my car was singing madly at redline and I started to feel the tug of some serious lateral force on the steering wheel as my car came to life beneath me.

The 914 was cutting some very clean lines. She was slicing into the turns and picking off the apexes in exactly the

same spots where I’ve placed my car dozens of times, turn after turn. I pushed my 944 to the limit, the tires howling in protest and the rear end of the car beginning to get a bit spooky, and I found myself lamenting the set of sticky race tires I’d left back in my garage. I was braking heavy and late, steaming into the turns with increasing abandon and my brake peddle was getting mushy as it plunged closer to the floor on each successive application, yet the 914 pulled steadily, inexorably, away from me. And as I pulled through my favorite sweeper at a public speed beyond all hope of absolution, I watched the 914 disappear beyond the corner ahead of me and I knew that I would never catch her in a millennium of millenniums.

I pulled into the next overlook and shut down my car, skidding to a stop in the loose gravel. We usually stand here and smugly watch a shamed and humbled five-liter drive by, thumping its way into Dino-Land while the clock ticks time during the Third (and perhaps next-to final) Energy Crisis. We usually stand here proud and contented, arms folded in an exaggerated stance of patient waiting for our victim who eventually slinks by bearing the Big-Displacement, Big-Weight rumble of a soon-to-be-gone era, as destined for the tar pits as any design which has run its course, soon to be as extinct as the Dodo, and justly and rightly so.

From my vantage point I could see the 914 banking a corner way beyond where I stood, and I can imagine that I hear its tiny 1.7 liters of madness wailing from here, its teeny-weenie motor belting out a prescient tune thirty years before it could be heard with any clarity, or necessity. And yet, still I wonder. Who would drive such a car?

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Another Barn Sale!!!***

On-going garage sale: 914-6 W/2.2 E, misc Boxster suspension bits, 1973 911 interior including seats, early 911 windshield, other Porsche parts, air compressor, hand and power tools, lawn tractor and mowers, Farmall Super A tractor (with wood-splitter, bucket, and snowplow). Magazine collections, etc. Ask. I might have what you are looking for. Edgar Broadhead, New London NH, 603-526-6578 email ednan@tds.net

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