

# NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA  
volume XXX number 11

November 2007



**In this issue:**  
Merrimack car show  
Enhancing the 3.2

Passion.



PORSCHE  
**DOVER**  
AUTO WORLD



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# NORTHLANDER

North Country Region  
Volume XXX Number 11

Porsche Club of America  
November 2007

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

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Cover

Matt Romanowski

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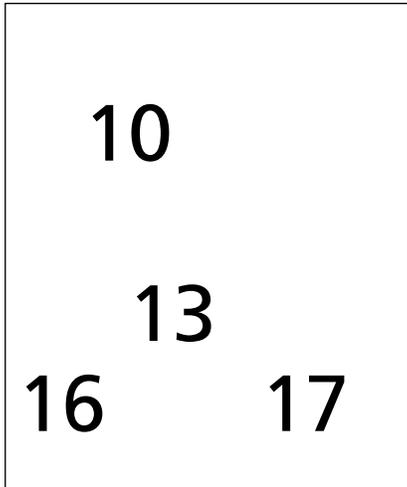
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David Churcher  
P20 Jack & Mark Saunders  
P25, 29 & 30 Don Johnson  
P12 & 26 Matt Romanowski

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**NOVEMBER 2007**

- 10 Banquet/Party, Annual Mtg and 30<sup>th</sup> Anniversary Party, New England Center, Durham NH, Ivy Leonard, [social@ncr-pca.org](mailto:social@ncr-pca.org)
- 13 Board Mtg, location: Cat n Fiddle, Concord NH  
Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)
- 16-17 Zone 1 President Mtg, Latham, NY, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)

**NOVEMBER AT A GLANCE**

**Nominating Committee Announces NCR Slate for 2008**

Judy Hendrickson, Nominating Committee Chair

This year's nominating committee consisted of Edgar Broadhead, Matt Romanowski and myself. We are pleased to announce the proposed slate of officers to lead NCR for 2008. Biographical and goal information along with photos of those willing to serve the club will be included on the ballot. This ballot will be included in the mailing for the Annual Meeting/Dinner information. Ballots are due back by the Annual Meeting, November 10. Results will be announced at the Annual Meeting. Per the Bylaws, the time for further nominations closed on September 26 (45 days prior to the Annual Meeting). Should you have a desire to help in the running of the club (through one of its committees or an event), please contact current President Miriam Dunster, and let her know of your interests.

**2008 NCR Slate of Officers**

For President:	Miriam Dunster
For Vice-President:	Ivy Leonard
For Secretary:	Paul Tallo
For Treasurer:	R. C. "Pete" Petersen

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](http://www.ncr-pca.org)



**Tracey Levasseur**



This is the USA logo for E85 alternative fuel

In the May 2006 *Northlander* I wrote an article on the alternative fuel ethanol (E85) describing how E85 is not as "green" as proponents make it out to be. It takes as much fossil fuels to process corn into ethanol as the fossil fuels it's trying to replace. Since that article gas prices have continued their upward trend and so has the cost of a bushel of corn. It seems that corn-derived E85, while not the best choice, continues to be "the" alternative fuel and is being backed by Congress. But the story isn't over yet.

*National Geographic's* October 2007 issue featured an eye-opening article about improving the process by which corn-derived E85 is made while also detailing research into other "plant fuels" as alternatives to the alternative. Improving the E85 process would mean weaning it away from using natural gas or coal to heat the corn mush. The mush is heated to ferment it and subsequently turn it into alcohol. Engineers at some of these large distilleries plan to use cow manure to produce methane which in turn would heat the mush. This is the "closed-loop" approach which would at least reduce the use of fossil fuels in the process.

Brazilians have been generating alcohol from sugar cane, called *álcool*, for almost 40 years. Sugar cane is a fast growing grass and since it's already mostly sugar, it doesn't need to be broken down with heat before it starts fermenting. It also yields twice as much ethanol per acre as corn. And best of all, at 113 octane, it burns more efficiently at a higher compression than gasoline. That means more power. In Brazil, no fossil fuels are used in processing sugar cane ethanol, thus reducing greenhouse gases and dependence on other countries.

Some opponents feel that using food, especially corn, to fuel daily vehicles seems absurd. Corn and sugar are such major staples in the US that moving their use from the kitchen table to the gas pump would merely shift the costs. It may cost but a few cents to fill that Cayenne but a box of Corn Flakes will set you back \$20. Plus corn ethanol doesn't generate as much energy when compared to gasoline. There must be a better source

which can be used with little or no impact on our nation's food supply.

Since ethanol can be produced from most plant materials such as stalks, leaves and bark, just about any part of the plant can be fermented and turned to alcohol. The major drawback is breaking down the cellulose in this plant waste. Cellulose is the material that gives plant cell walls their rigidity. Researchers are currently experimenting with various microbes and enzymes, interestingly enough found in the stomachs of termites, which can turn cellulose into the simple sugars necessary to make alcohol.

Another unlikely energy crop may not be a crop at all. Researchers are looking at algae as one of the best alternative fuel sources, if they can master its possibilities. According to the *National Geographic* article, algae grow easily in wastewater, sewerage, even seawater and require little more than sunlight and carbon dioxide. Some algae produce the sugars for ethanol while others produce oil substances that can be turned into biodiesel. Algae also grow quickly, so they can be "harvested" daily to produce fuel unlike more complex plants which take time to grow before they're ready for harvest. Right now there are a few "algae farms" around the country honing their skills at making algae fuel cheap, efficient and in ample supply.

Most car manufacturers are already on the bandwagon developing alternative fuel vehicles. Even professional racing is dipping a toe in the ethanol waters. This year driver Dario Franchitti won the Indianapolis 500 driving a 670HP Honda V8, 100% ethanol powered Indy car. His fuel, incidentally, was processed using special enzymes developed by Novozymes North America. These enzymes break down the corn mush faster and they will also break down other plant materials.

If researchers can find a fuel source that's environmentally friendly, inexpensive to process and plentiful while satisfying the nation's need for performance, the end of our dependence on fossil fuels may be closer than we ever imagined.



**Miriam Dunster**



**“Shine ‘n Dine”**



Hello Everyone,

As I write the column the temperatures are dropping and that pleasant fall nip has been added to the air. The color in the trees is getting denser and it looks as though vibrancy is not in the cards this year for the foliage season. The North Country calendar is winding down with only one Driver Education event left, and a few social activities like the Balsams Trip, Oktoberfest social, and our annual banquet. On Sunday, December 16<sup>th</sup>, over brunch we will be hosting our 2008 planning meeting. It will be held at the Common Man restaurant in Concord, NH from 10:30 – 2:30. Everyone is welcome to attend. If are interested in attending email [president@ncr-pca.org](mailto:president@ncr-pca.org) so that we can supply the restaurant the appropriate number of attendees. This is a great time to state that if you have any suggestions for activities I strongly ask you to email either myself or one of the board members with your idea. Of course we would love to see more people come forward to participate in the planning of the events on our calendar. You will not be left alone to fly solo unless you wanted to; we have plenty of experienced members willing to assist any member with the details of an event.

I would like to take this opportunity to highlight an event hosted by Carolyn Choate and Gordon Jackson that was held in September as a great example of volunteering. As you all know I have been giving my 1987 944 some much needed attention this summer. So when I heard that Carolyn had volunteered to coordinate an event titled “Shine ‘n Dine” it just seemed natural to put it on my calendar. I was very glad I did. The event not only taught me more about my car but it also gave me an informal setting to get to know even more Porsche owners.

The afternoon started at Porsche of Nashua with demonstrations by Dent Wizard and Paul’s Executive Car Care. Porsche of Nashua kindly donated a car for the Dent Wizard demonstrations. My words do not do justice to the process they take in restoring the surface of the car from dents or impressions. The key to their work is that they need to be able to get to the area from behind so there are some cases in which you will not avoid that trip to the body shop. The demonstration did make a case to give them a call before going to the body shop for an estimate; they might be able to save

you hundreds of dollars and time. Paul’s Executive Car Care spent time talking about the importance of caring for these great cars we are driving and even for your daily driver vehicles. The discussion reinforced most of the elements I have recently covered in my past columns from my personal car lessons.

After these great discussions we all got into the driver seats of our Porsches to take the tour created by Gordon through some roads of Hollis and Brookline. These were great Porsche roads, enjoyable curves; nice job Gordon. I hope you don’t mind if we take segments of this drive for a 2008 activity. After about a 45-55 minute drive we arrived at their home for a pleasant summer alfresco dinner cooked by Chef Carolyn. Carolyn has put together a lovely garden area, which was the perfect backdrop for dinner and socializing. Beverages and conversations flowed freely and before you knew it the evening had to draw to a close. Thank you, Carolyn and Gordon for opening your home and planning a lovely late summer evening for all of us to enjoy. We hope you will consider doing something similar again. Upon my request Carolyn has shared one of the evening’s recipes for us all to enjoy.

**Grilled Meats and Vegetables over Saffron Orzo**

For marinade:

- 5 cloves garlic, minced
- 1 cup fresh lemon juice, from about 5 lemons
- 2 cups extra-virgin olive oil
- 2 teaspoons smoked salt, or kosher salt
- 2 teaspoons freshly ground black pepper
- 1/2 teaspoon red pepper flakes
- 1/2 cup chopped flat-leaf parsley

For grill:

- 3 skinless, boneless chicken breasts
- 4 boneless, skinless chicken thighs
- 1/2 pound medium shrimp, shelled and deveined



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**PORSCHE**

#### New

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<b>`07 Cayman S</b>	Black/Sand	P7022	\$53,333
<b>`07 Cayman S</b>	Arctic Silver/Black	P7023	\$52,900
<b>`07 Cayman</b>	Atlas Grey/Stone Grey	P7036	\$50,750
<b>`07 911 Carrera S</b>	Arctic Silver/Grey	P7025	\$87,900
<b>`07 911 Carrera S</b>	Arctic Silver/Stone Grey	P7048	\$91,615
<b>`07 911 Carrera</b>	Black/Grey	P7069	\$80,975
<b>`08 Cayenne Turbo</b>	Crystal Silver/Stone	P8015	\$112,045
<b>`08 Cayenne S</b>	Crystal Silver/Black	P8016	\$69,315
<b>`08 Cayenne</b>	Meteor Grey/Black	P8021	\$ 72,025
<b>`08 Cayenne</b>	Midnight Blue/Stone Grey	P8035	\$59,030
<b>`08 911 Carrera</b>	Basalt Black/Black	P8031	\$ 80,840



**Lisa Roche**

**New Members:**

David M. Connaughton  
Windham, NH – 1963 356B

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

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

James Fenn  
Grantham, NH – 1987 944

Philip O. Jefferson  
Cambridge, MA – 1988 911

Gary E. Lineberry  
New London, NH – 2004 Boxster S

Ronald J. Mann  
Concord, MA – 1990 944S2

Robert S. Rudowsky  
Exeter, NH – 1985 911

Don A. Scheuerle  
Kathleen M. Scheuerle  
North Hampton, NH – 1965 356SC

Robert S. Weiner  
Pamela F. Weiner  
Haverhill, MA – 1994 968

**Member Anniversaries:**

**1 Year:**

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

Leslie M. Grossman  
Concord, NH – 1986 930

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

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

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

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

Declan Mulready  
Cathy Mulready  
Derry, NH – 1996 993

Peter A. Schoener  
Nashua, NH – 2001 Boxster

**2 Years:**

Ivalee M. Leonard  
Greenland, NH – 1985 944

David Raynes  
Rosemary Raynes  
Dover, NH – 2001 911

**5 Years:**

Steven Berry  
Elizabeth Berry  
Salem, NH – 2002 911 Carrera

Richard P. Gaudette  
Jennifer Gaudette  
Franconia, NH – 1999 Boxster

Bill D. Kallgren  
Diane Dillman  
Hudson, NH – 1985 911

Eric S. Landis  
Wilton, NH – 1996 993

Jack A. Saunders  
Olivia Saunders  
Holderness, NH – 1987 944

Mark Huston  
Camille Huston  
Londonderry, NH – 1989 911 Turbo

Thomas R. Williams  
Jaffrey, NH – 1975 914

**10 Years:**

Keith P. Quinton  
Barbara Fildes  
Hanover, NH – 1983 911

**20 Years:**

Steve Gratton  
Ann Gratton  
Warner, NH - 1977 911

Phyllis L. Stibler  
Andrew Parrish  
Manchester, NH – 1988 944

**35 Years:**

Peter A. Dallas  
Christine Dallas  
Bedford, NH – 1972 914

Please notify the membership chair [www.membership@ncr-pca.org](http://www.membership@ncr-pca.org) if you have changed your address.



**Joe Kraetsch**

# AUTOCROSS #5 & #6

## THE MISSING RESULTS

DUE TO AN EDITORIAL MALFUNCTION THE RESULTS OF THESE TWO EVENTS WERE NOT PRINTED IN THE OCTOBER ISSUE OF *NORTHLANDER*. THE EDITORS APOLOGIZE FOR THIS OVERSIGHT

### NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

### SUMMARY RESULTS - NCR AUTOCROSS # 2007-08-12

#### Strict Stock (PAX Indexed Class)

				Raw Time	PAX Time
1	S8	John MacDonald	2001 Cabriolet	139.780	114.619
2	S9	Stephen Lefebvre	2007 GT3 RS	140.889	116.797
3	S8	Dick Demaine	2001 Cabriolet	142.714	117.025
4	S2	Miriam Dunster	1987 944	157.639	123.746
5	S5	Bricklin Dwyer	1994 968 Cabriolet	156.043	124.834
6	S2	Don Vandenburgh	1985 944		DNS

#### Production 1

			Raw Time	PAX Time
1		Tom Tate	164.641	129.901

#### Production 2

			Raw Time	PAX Time
1		Lisa Roche	137.959	112.022
2		Joe Kraetsch	139.302	113.113
3		David Case	142.820	115.969

#### Production 3

			Raw Time	PAX Time
1		Chris Darminio	136.111	111.883
2		Sigrid Schnoerr	136.355	112.083

#### Production 4

			Raw Time	PAX Time
1		David Beningson	141.857	117.457
2		Michael Tosi	144.096	119.311
3		Neil Halbert	145.319	120.324
4		Jack Saunders	170.534	141.202

#### Production 5

			Raw Time	PAX Time
1		Brian Laws	143.308	118.659
2		Georges Rouhart	147.124	121.818

<b>Production 6</b>			<b>Raw Time</b>	<b>PAX Time</b>
1	Robert Canter	1984 Carrera - Targa	144.135	119.343
2	Chris Ryan	1984 911 Carrera	144.299	119.479
3	George Skaubitis	1993 911 RSAmerica	144.968	120.033
4	Christine Skaubitis	1993 RSAmerica	153.465	127.069
5	Jeff Johnson	1987 911 Carrera 3.2	161.347	133.595

<b>Production 7</b>			<b>Raw Time</b>	<b>PAX Time</b>
1	Gregory Osche	2001 Boxster S	135.773	113.777

<b>Production 9</b>			<b>Raw Time</b>	<b>PAX Time</b>
1	Mark Schnoerr	2007 997 GT3	131.700	112.998

<b>Improved (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX Time</b>
1	I6 Charles Stromeyer III	1997 993 twin-turbo	131.411	112.750
2	I3 Stephen Berry	1989 944S2	135.471	115.556
3	I3 Alexander Berry	1989 944s2	140.390	119.752
4	I3 Stephen Smith	1983 944	146.590	125.041
5	I2 Robert Rosenblum	1989 944 Turbo S	152.259	128.658

<b>Modified (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX Time</b>
1	M4 Ron Mann	1970 911	132.885	115.078
2	M2 Matt Romanowski	1973 914	142.467	122.806
3	M3 Judith Hendrickson	1973 914	144.926	124.926

<b>Novice (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>PAX Time</b>
1	S9 David Grant	2007 GT3	143.269	118.770
2	S7 Deborah Williams	1998 Boxster	149.919	121.434
3	S7 Igor Prokopiw	1998 Boxster	157.786	127.806
4	S2 Michael Orsini	1989 944	166.011	130.318
5	M5 Philip Rudnick	1985 911	154.518	134.121
6	S6 Bob Sauer	1985 Carrera Cabriolet	168.667	134.933
7	S2 Rick Neves	1986 944	178.539	140.153
8	P2 Guile Wood	1983 944	DNF	-

<b>Top Times Of Day</b>	<b>Time</b>	<b>Class</b>	<b>Driver</b>
<b>Raw time</b>	131.411	I6	Charles Stromeyer III
<b>Pax</b>	111.883	P3	Chris Darminio

# NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA

## SUMMARY RESULTS - NCR AUTOCROSS #6 2007-09-16

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### Strict Stock (PAX Indexed Class)

			Raw Time	Pax Time
1	S7	Fred deNapoli 2007 Cayman	166.496	134.861
2	S7	Steve Ross 2000 Boxster	167.763	135.888
3	S8	Dick Demaine 2001 Cabriolet	170.312	139.655
4	S9	Stephen Lefebvre 2007 GT3 RS	170.426	141.283
5	S2	Miriam Dunster 1987 944	183.319	143.905
6	S9	David Grant 2007 GT3	174.827	144.931
7	S7	Suzy Ascher 2000 Boxster	182.330	147.687
8	S2	Guile Wood 1983 944	199.401	156.529

### Production 2

			Raw Time	Pax Time
1		Joe Kraetsch 1988 924S	162.420	131.885
2		David Case 1987 944	166.712	135.370
3		Lisa Roche 1989 944	171.385	139.164

### Production 3

			Raw Time	Pax Time
1		Sigrid Schnoerr 1974 914	159.211	130.871
2		Chris Darminio 1976 914	160.074	131.580

### Production 4

			Raw Time	Pax Time
1		David Beningson 1987 944T	167.026	138.297
2		Neil Halbert 1990 944S2	174.343	144.356
3		Jack Saunders 1990 944S2	197.101	163.199

### Production 5

			Raw Time	Pax Time
1		Georges Rouhart 1993 968	171.825	142.271
2		Francis O'day 1981 911SC	174.865	144.788
3		Gerry Fitton 1981 911SC	178.078	147.448
4		Gerald Carter 1980 911SC Targa	196.079	162.353

### Production 6

			Raw Time	Pax Time
1		Robert Canter 1984 Carrera - Targa	168.855	139.811
2		George Skaubitis 1993 911 RS America	174.438	144.434
3		Christine Skaubitis 1993 RSAmerica	182.645	151.230
4		Jeff Johnson 1987 911 Carrera 3.2	187.077	154.899

### Production 7

			Raw Time	Pax Time
1		Chris Jacques 2001 Boxster	160.301	134.332
2		Gregory Osche 2001 Boxster S	162.849	136.467
3		John Leach 2000 Boxster S	170.877	143.194

<b>Production 9</b>			<b>Raw Time</b>	<b>Pax Time</b>
1	Mark Schnoerr	2007 997 GT3	159.119	136.524

<b>Improved (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>Pax Time</b>
1	I6 Charles Stromeyer III	1997 993 twin-turbo	158.053	135.609
2	I3 Stephen Berry	1989 944S2	162.932	138.981
3	I3 Alexander Berry	1989 944S2	169.182	144.312
4	I3 Stephen Smith	1983 944	175.564	149.756
5	I2 Robert Rosenblum	1989 944 Turbo S	182.898	154.548

<b>Modified (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>Pax Time</b>
1	M4 Ron Mann	1970 911	160.373	138.883
2	M3 Judith Hendrickson	1973 914	174.429	150.357

<b>Novice (PAX Indexed Class)</b>			<b>Raw Time</b>	<b>Pax Time</b>
1	S2 Michael Moushen	1986 944	182.096	142.945
2	S7 Deborah Williams	1998 Boxster	180.502	146.206
3	M5 Fedele Cacia	1991 964	170.235	147.764
4	I4 Christopher Lund	1987 944 Turbo	173.583	148.066
5	S7 Igor Prokopiw	1998 Boxster	185.173	149.990
6	P8 Brian Cooner	1999 911	178.722	151.556
7	S6 Bob Sauer	1985 Carrera Cabriolet	191.876	153.500
8	M5 Philip Rudnick	1985 911	188.390	163.522
9	P7 Susan Kelley	2007 Carrera	202.985	170.101

<b>Top Times Of Day</b>	<b>Time</b>	<b>Class #</b>	<b>Driver</b>
<b>Raw time</b>	158.053	I6 77	Charles Stromeyer III
<b>Pax</b>	130.871	P3 914B	Sigrid Schnoerr



**Paul Frucci**

**We will again be hosting three events at NHIS. The first one is really, really early, on April 30<sup>th</sup> and May 1<sup>st</sup>**

Boy, for the first time this season I have to say it's been a quiet month since our last Northlander update. Our last DE Update installment followed our Lime Rock event, and as I write this I am preparing for our last event of the season at NHIS, "Spring is a Long Time Coming". "Traktoy" has been sitting in the barn for the last four weeks, and save for bleeding the brakes, it's not been feeling a whole lot of love lately. I'm actually in planning mode for the winter and a laundry list of weight saving projects (including the driver) to see if I can get it to move along a little faster without doing anything silly. Or expensive.

As you read this, our season will have concluded and I certainly hope you had as much fun as I did. This was my summer of driving more days than I ever thought I would, and I certainly won't be able to get away with it again soon! Please send us feedback on your feelings on how we did this past season, as we are now in the planning stages for the 2008 season. A DE Chair's job is never done!

I can share with you what I do know for next year, and please keep in mind that this is all preliminary until we sign contracts after the first of the year.

We will again be hosting three events at NHIS. The first one is really, really early, on April 30<sup>th</sup> and May 1<sup>st</sup>. We typically would have our first event the third week of May, but we got screwed out of one of our days for a Vintage festival that added a day to its calendar for next year. It was the best we could do for a two day event as NHIS is incredibly heavily booked for next year. So I know it's not optimal, but get your cars ready a few

weeks early. Forewarned is forearmed... at least I think that's what they say! The good news is that spring will not be as long coming as usual!

Our second two events are just what we wanted. The mid summer event will be a three day weekend affair, August 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup>. The first day (Friday) will be an advanced day and Saturday will feature Charity Laps and Track Samplers once again for the benefit of the Make a Wish Foundation. Our "Spring is a Long Time Coming" season finale will be October 13<sup>th</sup> and 14<sup>th</sup>.

Lime Rock is still up in the air, and with LRP going private we will not know if our usual September date will be available for us for another few months.

We are also in the planning stages with Northeast Region to have both clubs co-sponsor each others events. NER is working on a number of "away" (non NHIS) DE events that hopefully we will be co sponsoring with them. I should have more information on this for you in my next update assuming that we can finalize the partnership. The hope is for NCR to have a very full calendar of DE events for 2008, providing an opportunity for our DE membership to drive at the many tracks that are now available to us in the Northeastern part of the country.

That's it for this month. As always, please provide your feedback to us at [de@ncr-pca.org](mailto:de@ncr-pca.org).

Thanks!

Paul

"I got to drive on my own for a session yesterday. Yee haaaaaaw. Ok...I did spin on my last lap... guess I was going too fast."

*Ivy's enthusiasm ... from an e\_mail to the editors*



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DIRECTIONS: Spaulding Turnpike, exit 8W; RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive; after bend, #89 on right. WELCOME.



Judy Hendrickson

# LOOKING BACK

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

## 30 Years Ago (Volume 1, Number 11) November 1978

The November issue brought a surprise piece of information. Michael's President's column recounted a visit to newly chartered Acadia Region – then mostly northern Maine – now mostly Nova Scotia and the rest of the Canadian Maritimes – where they visited the home of Louis Hilton in Greenville, ME. Seems Mr. Hilton, besides being a founding member of PCA, had a very nice little collection of cars: a Type 57 Bugatti, a v-12 Lincoln, a 300SL Gullwing Mercedes, an MG TC, a Mercedes 300S Cabriolet and his pride and joy a 1955 550 Spyder. Amazing what you can find in Northern Maine.

Other items in this issue make one realize how prices have changed over the years while other things remain unchanged. There was promo information for the First Annual Banquet. To be held at the Sheraton Wayfarer Inn in Manchester dinner was a whopping \$12 with choice of prime rib or stuffed shrimp. As now, the banquet was also the annual election of officers. The Treasurer's Report reflected October expenses for the newsletter of \$54.17 consisting of \$14 postage, \$10 for supplies and \$30.17 for reproduction. October AX expenses were \$81.10 with \$13.42 being for dash plaques and \$67.68 for trophies. Revenue from the October AX was \$172 – so AX was holding it's own even back then. The Treasury had a whopping \$311.27 as of the end of October.

There was discussion about advertising revenue, so far the newsletter had been self-supporting from revenue, but there was concern that advertisers might not renew. A rate discussion at a Board meeting resulted in rates being equalized to those of DownEast Region and Acadia

Region (\$55/quarter page/year). Rates for half and full page (based on 5.5 x 8.5 page size) were \$90 and \$165 per year respectively.

Other items in the newsletter were a technical article on painting options - a bit of history on paint types and pros and cons of the then current options: alkyd enamel, Polyurethane enamel, acrylic lacquer and acrylic enamel with polyurethane enamel being the most durable with acrylic enamel a close second. Of course, we have even better options today.

The member profile was on yours truly and my late husband, Doug. There was a Partially Porsche crossword puzzle, courtesy of the June 1978 Metro NY Porsche Post newsletter and a good article on the "Last Licks" autocross where the competition heated up with over 30 drivers and a highly modified VW just edging out a stock Porsche for Top Time of Day.

A particularly appropriate Eric Zelz cartoon rounds out this issue as NCRers prepared for the long lay up of winter.

## 20 Years Ago

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

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

The cover presented the newly elected officers for 1998: President – Ellen Beck, VP: Scott Martineau, Secretary – Jim McDonald and Treasurer – Steve Baker. Hmmm . . . I was nominating Committee Chair that year. Déjà vu?

Outgoing President, Fred Bruch's, column mentioned something that still holds true, I'm glad to say: "It always made me proud when at the end of an event I was approached by someone from another region and thanked for the good time

First Annual Banquet. To be held at the Sheraton Wayfarer Inn in Manchester dinner was a whopping \$12

that they had and how impressed they were with NCR's organizational skills, and the safe, well-run events that people had come to expect from North Country." Seems we were also combining the celebration of our 20<sup>th</sup> year in the Fall with hosting the PCA Executive Council Fall Meeting where we would all get to meet Judy Boles, PCA's first and to date, only, female President. I remember that Saturday Dinner well along with the Car Show at Red Hook on the following day where we were pleased to have most of the Executive Council serve as judges.

Outgoing VP, Ellen Beck, provided the answer to her October puzzle: Determine which of 3 light switches controlled which 3 outside lights with only one opportunity to check your solution (no windows). Stumped? Solution: Turn on the first switch, wait 10 minutes and turn it off. Turn on the second switch and go outside. One bulb will be on, one will be off and one will be hot. Presto! She also warned us that just because she was now going to have to write dry and dusty presidential column stuff didn't mean she wouldn't subject us to the odd (and she did mean odd) column now and then.

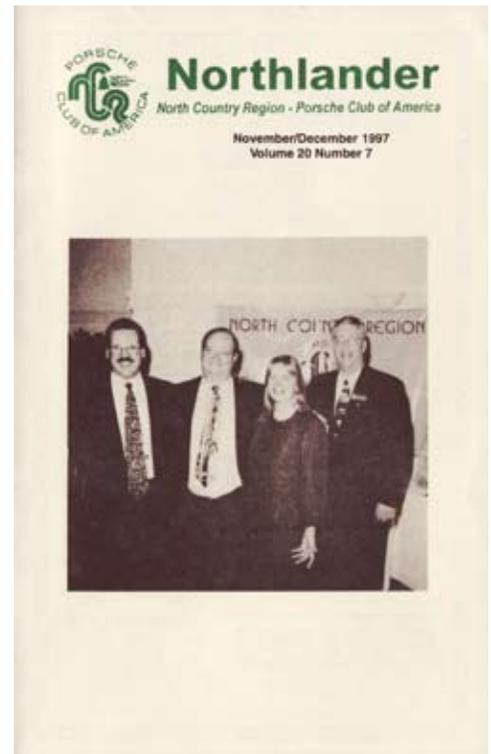
Enthusiast(s) of the year for 1997 were Ed and Nancy Broadhead. Harry Robinson of Porsche of Nashua fame was celebrating 10 years of PCA membership – so I guess that's now 2 years and he still has that 1987 924! Pete Petersen was recruiting a DE Assistant Chair with an eye to take over in 1999. Don Johnson and yours

truly reported on the TSD Rally School and Stone Wall Rally. Biggest revelation of the school was TSD is not trying to replicate the rally master's time, but the calculated time of the rally instructions. Thanks to the school Jay Gratton and I actually won a rally (my very first ever). The Bittersweet in Wolfeboro was the restaurant destination and got good reviews. Chris Bennet offered a bit of poetry about his morning tryst with his Porsche ending with reaching 158. There were lots of pictures from the Annual Banquet and the October Swap Meet for Charity.

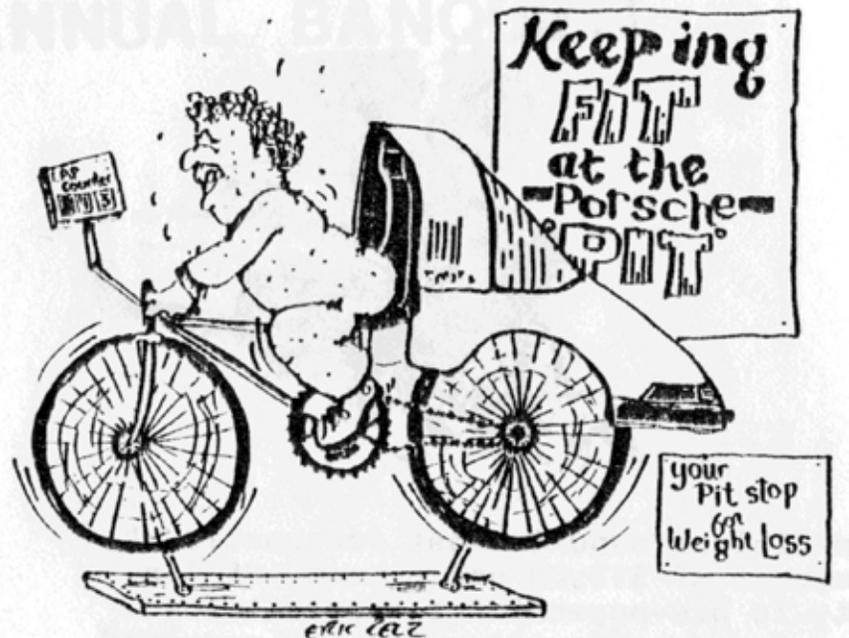
Editor, Miriam Dunster, ran a ditty from John Hajny, Central NY/Redline Report that was a parody on the night before Christmas but was title A Christmas Carole. PCNA announced it would relocate its US Headquarters from Reno, NV to Atlanta, GA to facilitate better communication and integration with their parent company in Germany. Parts distribution would remain in Reno.

Ellen reported on the Zone 1 Fall President's meeting where efforts began to formulate consistent standards for DE to be used throughout the zone. These standards would later form the beginnings of the national DE standards under the leadership of then Zone 1 Rep, Pete Tremper.

Advertising rates for the Northlander were \$430 for a full page, \$310 for a half page, \$215 for a quarter page, \$90 for an eighth page with business cards being \$75, inside front cover was \$450 and outside back cover was \$400 all yearly rates based on 9



The newly elected officers for 1998: President – Ellen Beck, VP: Scott Martineau, Secretary – Jim McDonald and Treasurer – Steve Baker.



continued from page 5

- 2 ears corn, husked and cut into thirds
- 1/2 pound cremini mushrooms, wiped clean
- 1 red bell pepper, halved and cored
- 1 yellow bell pepper, halved and cored
- 1 orange bell pepper, halved and cored

Saffron Orzo, recipe follows

In a medium bowl, combine the marinade ingredients. In a large bowl, combine half the marinade with the chicken breasts, chicken thighs, and shrimp. Toss to combine. Cover and let marinate for at least 1 hour. If marinating for longer than 1 hour, make sure to refrigerate.

Place a grill pan over medium-high heat or preheat a gas or charcoal grill. Brush the corn with reserved unused marinade and wrap in foil. Toss the mushrooms with 1/4 cup of the reserved unused marinade. Grill the chicken breasts and thighs to an internal temperature of 165 degrees F, about 7 minutes a side. Grill the corn inside the foil, for about 5 minutes a side. Grill the peppers for about 5 minutes a side. Grill the shrimp and the mushrooms, about 2 minutes a side. Brush the grilled peppers with the last of the reserved unused marinade. Slice the peppers and mushrooms before serving, if desired.

Arrange grilled meats and vegetables over the saffron orzo on a large platter and serve immediately.

Saffron Orzo:

- 4 cups chicken stock
- 1 teaspoon saffron threads
- 1 pound dried orzo
- 1/4 cup extra-virgin olive oil



- 1/2 lemon, juiced
- 1 teaspoon salt
- 1 teaspoon freshly ground black pepper
- 1/4 cup chopped flat-leaf parsley

In a large pot, bring the chicken stock to a boil over high heat. Reduce the heat to low, bringing the stock to a simmer. Add the saffron, stir, and allow the saffron to bloom, about 5 minutes. Return the heat to medium and the stock to a boil, then add the orzo and cook until tender but still firm to the bite, stirring occasionally, about 8 to 10 minutes. Drain orzo and transfer to a large bowl. Add the olive oil, lemon juice, salt, pepper, and parsley. Toss to combine. Yield: 6 servings

Well time to close this column; hope to see you at one of the remaining events of 2007 or one of the upcoming winter activities around the corner.

See you on the roads of New Hampshire.

Miriam



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# Technical Stuff Enhancing the old 3.2



The following lines are from a recorded conversation with Joe Campisi. Such conversations at Joe's shop are always interesting and tend to jump about a bit. I needed the recorder. This story is about the components Joe selected to enhance his father's 1985 Carrera.

Porsche has a well earned reputation for building cars which are near perfect. Their engineers are the best. They aim to get it right and do. This has been true for years and years.

If the above is true then why do we have companies doing very well supplying changes to eager customers wanting to improve upon the Porsche engineering? And, how come they have been supplying these parts and services for Porsche models from 1980 thru to recent models?

There must be a group of customers out there who want something better/different/faster but with a little bit of their own design/choices involved. This group has seen the compromises forced upon the engineers by production economics and they want to remove the compromises. They also want to bring modern technology to their older Porsches. The parts available to do this are sometimes a work of art and a visual feast.

I like my 1984 911 as close as possible to what it was when it hit the show room. My colleague Joe (Sr) wants his 1985 to look a little different and have more power ... and show some high tech while about it.

Enter our colleague Joe (Jr) armed with rolls of real leather, new seats, and a box of engine enhancements.

This article will be all about the engine. The leather is another story for another day. And we will not indulge in suspension ... another story for another day.

How does one enhance a 1985 Porsche engine without opening the engine case?

The intake. The ignition. The exhaust. A turbo. The computer. All "bolt on" enhancements.

## The intake

*The filter is first part to get consideration. A K&N in to the charge pipe. It is efficient and has least resistance. For the moment we will bypass mentioning the turbo and mention the intake system on the other side of the turbo. A new common manifold with six individual throttle bodies*

*feeding the intake ports. For this project there is a bigger throttle body, better air induction; and an attempt to remove heat dissipation to the air inlet.*

The cam shaft timing is related to the intake. Is it modified?

*Relationship to cam shaft is a recipe of several factors. It is a stock Porsche 3.2 cam. No changes in timing or overlap.*

And an intercooler?

*There is no intercooler. At this low level boost of .50 bar the inefficiency introduced by that added plumbing would be detrimental. If the boost was in the order of .75 bar an intercooler becomes more logical.*

How are these components now tied together to operate?

*Measurement becomes important. A series of sensors measure what is being presented to the engine. The first sensor is air temperature. Hot air has lower density, less oxygen, and of course less fuel carrying capacity.*

*Fuel to air ratio is set to be "rich" ... more than can burn ... but we have what is*



Above: the laptop program talks to the computer with a "real" interface.  
Below: the computer.



Above: a visual feast ... crank timing wheel, distributor hole plug, harness, etc.  
Below: Garret turbo



called "waste spark" to burn residual fuel. This "extra" fuel helps cool the engine. Don't confuse that extra spark with dual ignition. That is another thing entirely.

The second sensor is throttle position.

The third sensor is the MAP which replaces the "barn door" in the stock system. This old device is slow by modern standards, about .30 second response ... far too slow. The MAP sensor operates in milliseconds and talks to the computer. It measures the absolute pressure in the manifold.

So having measured pressure and temperature we are applying Charles' Law?

Ah. Yes.

And the fuel injection. I see the kit has new injectors. Is it sequential injection?

No, it is not. It could be. It's an option. The components are available.

The timing is taken from a pulse generated by a sensor on the cam shaft.. The trigger position tells each injector when to fire. It is not continuous and the pulse width of the injection (it's length of time) is tunable. This project uses a Porsche 964 regulator which has higher pressure than the 3.2 carrera FPR.

### The ignition

We have a crank position sensor. That nice 36 tooth wheel we photographed ... that is the timing. The coil packs and those big red wires send the current to the plugs. And it also works as a rev limiter with a variable setting. As a rev limiter it works in combination with the fuel system. There is no sudden cut off. It is smooth and progressive.

Dual ignition, twin plug, is possible. But we are not doing it on this project.

### The exhaust

Gases must flow out of the engine efficiently as well as flow in efficiently. For a street car such as this project torque through the rev range, and flexibility, is necessary. It is not top end only. So the exhaust system is important.

The headers are equal length and branched such that there is not a hot spot ... ie: three from each bank are 1.75 inch diameter tube, equal lengths, meeting at a 2.50 inch secondary which then feeds the turbo.

### The turbo

Most people want usable boost at lower end and not peak HP. This project car is one turbo, low boost. Longevity, drivability as good as or better than stock, response, power, fuel milage. This is what it is about.

These turbos are designed specifically for the intended use. They are built to come on soon and rev to 6500 (engine) RPM. Garrett will build a turbo, to supplied specs, to suit the plan .. ie. to suit street or flat out racing.

Look at the photographs of the turbos. Small hot section vs. large hot section. The small turbo has less top end and spools up faster. It has a specific vane angle on the turbine blades ... good for driving around town.

### The computer

The computer is the Electromotive box at the top left of the photograph. Where does it live in the car?

Under your seat.

And its complex function is?

To keep all components and variables working together. It's all about management.

Electromotive was chosen for this project. It is not cheap but is a good choice ... there is (eg) MOTEC which is so sophisticated ... and expensive to match. The Electromotive is good value.

All Porsche factory electrics, computer and harness, have been replaced. The interface to the computer is via a laptop. Total adjustability is available. ie ... for each cylinder fuel ratio, and timing, and spark timing, can all be adjusted. Fuel quality can be compensated for. There is a wide band Oxygen sensor for each bank

so we can tell how the motor is burning fuel. We can data log. Theoretically the computer keeps things right, optimal, so no burnt valves, etc.

A knock (pre-ignition) sensor on each bank is another safety. It picks up detonation by measuring vibrations at the cylinder head and works on ignition timing. The idea is to burn the fuel at the right time in the cylinder cycle and avoid pre-ignition.

## The results and other considerations

This is all a low boost engine. This is my dad's car. Low to mid HP ... about 350 HP

Looks good, sounds nice. Not loud and proud.

Other supporting components will get changed too? The clutch for example?

Yes. The clutch and perhaps the gear box too. The car now has a 915 box we might put a G50 with a Sachs clutch. Putting in a G50 means we have to cut torsion bar tubes and that means coil overs.

The G50 clutch is hydraulic and that means the pedal cluster is changed out for a hydraulic clutch. Big job. New brakes too ... of course. We are limited by the 16 wheels ... can't go much bigger on the brake because the caliper hits the wheel ... might as well do Porsche 928 four piston which will fit under a 16 inch wheel with adapters.

They would be Brembos?

Yes. Calipers from a 930 at back, a 928 at the front.

But, back to the engine for a moment .....this engine kit is an example of no compromise bolt on ... no internals changed. It is the best kind of bolt on: efficient, adjustable, runs like a stock 3.2 until on boost. These kits are designed by people who are familiar with Porsche. Systems are available from \$15,000 to \$25,000 Electromotive is nice trade off ... good support ... a nice system.

It is all a ton of fun. Today's technology on old engine ... which says a lot for

those conservative Porsche engineers. I do not know any other engine which can do this ... stock internals and double the HP by adding on modern externals and management.

btw ... Ferrari had an engine which used to get 900 HP but would blow up. They put a MOTEC, or was it HALTEC (?) and it went to 1300 HP just by proper tuning and adjustability ... and not blow up. It was not a mechanical problem. It was a

management problem.

Sounds to me like a good approach for my project car too.

Yes!

Ah. Do we have enough material now? I haven't talked this much all week.

Turn off the recorder?

Yes please.



Above: note the size difference of the two hot sections and two cold sections. A turbo is not just a turbo ... it is built to specifications for the intended purpose.

Below: another visual feast ... all stainless steel exhaust which looks good, sounds great, and gives more horses too. Shame it has to live under the car.



# Zone 1 Autocross Romulus NY Oct 6 & 7

Jack Saunders



Zone 1 AX was very enjoyable and rewarding for the few that attended, especially for me and my grandson because he won 1<sup>st</sup> place and I got 2<sup>nd</sup> place trophies for P5 Class (though I have to confess we were the only car in contention---again I'm getting rewarded for "showing-up.") Hopefully with my improving times I plan to win a trophy based on performance next season.

As far as the event goes, the turnout was pitifully low (about 35 cars the first day and 30 the second). And Don Coburn kept lamenting the meager attendance. In fact, we didn't have enough workers. The good part for me was that I got assigned to staging for the first time and also got to meet Dave Newman, a former national AX champ. He rode with me and thought my driving basics were ok but had to improve in memorizing the course better while I walk it.

I think a Central NY State Region member won the Zone 1 trophy.

Overall the event was still a success for those attending. The weather was helpful and the banquet at the Montour Falls Hotel was great.

In talking to Hank Hoey (who trucked in the control center canopy and timing system to make the event possible) on how to avoid the conflict between regional and zone events, like NER's, he said it's hard because regions have to lock in on dates way in advance.

Well, my grandson is hooked so he'll be coming down from Toronto for combined NER/NCR weekends when they occur.



Well, the reference sources for the 2007 Parade Tech Quiz were more traditional, but I think the questions were still from the very obtuse this year. The Quiz was definitely different. First, Bosch is no longer sponsoring the Tech Quiz. This year the sponsor was Porsche Design. And the Quiz has been renamed the Technical and Historical Quiz covering both Porsche and PCA. The number of questions is down, 50 (35 general and 15 model specific) instead of 100, and 15 tie-breakers instead of 10.

Top scores, at least, were better than last year – on a percentage basis. Top Men's score was 41 (82%) with 6 tie-breakers and Top Women's score was 28 (56%) with 4 tie-breakers. Yours truly managed to score 28, but lost out on the overall Top Women's trophy on the tie-breakers. I only got one tie-breaker right whereas the other woman who scored 28 got 5 tie-breakers correct.

See how you do. Answers on page 32.

### General

1. Ferry Porsche broke ground for construction of the Weissach Research Center in the year:

- (a) 1951
- (b) 1961
- (c) 1968
- (d) 1971

2. Porsche used 16" wheels beginning with which model car?

- (a) 356
- (b) 1978 911 Turbo
- (c) Carrera 4
- (d) 550 Spyder

3. What appeared in the "0" of the word "Panorama" on the *Panorama* magazine covers during the first few issues?

- (a) PCA emblem
- (b) Porsche emblem
- (c) Porsche wheel
- (d) A 356

4. The name "Carrera" comes from which of the following sources?

- (a) Car-air-a means "air-cooled" in Spanish
- (b) An Italian slang word for "hotshoe"
- (c) A curving mountainous road in Spain is called a "Carrera"
- (d) The name of a Mexican road race.

5. Harm Lagaay's team that designed the Carrera GT, referred to the mesh see-through section of the engine cover of the Carrera GT as \_\_\_\_\_

- (a) the negligee
- (b) the hood
- (c) the bonnet
- (d) der boot

### 356 and Limited Production through 1965

6. The rear axles pivot in the differential housing by use of

- (a) spherical bearings
- (b) fulcrum plates
- (c) ball joints
- (d) klystrons

### Early 911, 930, 912E and Limited Production based on these series from 1966-1977

7. A 911 entered in the 1965 Monte Carlo Rally finished:

- (a) 4<sup>th</sup> overall
- (b) 5<sup>th</sup> overall
- (c) 7<sup>th</sup> overall
- (d) 3<sup>rd</sup> overall

### Mid- 911 & Turbo, 930 and Limited production based on these series - 1978 thru 1989

8. The synchromesh of the 5-speed G50 gearbox is of what type listed below?

- (a) Dual cone
- (b) Borg Warner
- (c) Porsche servo ring
- (d) Mercedes "locking split ring"

### 911 C2/4 and later 911 (993) Carrera, 964 and 993 Turbo and Limited Production – 1990 – 1998 based on these series

9. Weissach produced \_\_\_\_\_ of the Cup Carreras for the 1994 season of the popular Supercup races run in conjunction with all but one of the European Formula one events.

- (a) 50
- (b) 35
- (c) 1100
- (d) 500

### 911 Carrera (996/997 including Turbo), Boxster (986/987) and Cayman and Limited Production based on these series

10. What is the name of the company in Finland that assembles Boxsters?

- (a) Giugiaro
- (b) Valmet
- (c) Pininfarina
- (d) Karmann

### 914, 914/6 and Limited Production based on these series

11. The oil level on the 914/6 should be checked:

- (a) Engine cold and shut off
- (b) Engine warm and running at idle
- (c) Engine cold and running at idle
- (d) Engine warm and shut off

### 924, 944, 968 and Limited Production based on these series

12. As the first part of a large publicity stunt, a 924 was driven around the world in how many days following in the steps of Jules Verne's Phileas Fogg?

- (a) 24
- (b) 28
- (c) 80
- (d) The campaign never passed the planning stage

**928 and Limited Production based on this series**

13. Cooling of the 928 is aided by a/an:  
(a) eight-bladed carbon fiber fan  
(b) six bladed aluminum fan  
(c) eight-bladed rubber fan  
(d) six-bladed fiberglass fan

**Cayenne and Limited Production based on this series**

14. Partnered with VW in the development of the Cayenne, Porsche took the lead in identifying hard points. Among those was the wheelbase of \_\_\_\_\_ inches, which was an inch shorter of the Range Rover's yet longer than the M-Class Mercedes and BMW X-5.  
(a) 111.1  
(b) 112.4  
(c) 110  
(d) 113.4

**Tie-breaker**

15. Comparing the aerodynamic data for the air-cooled 911 cars in Paul Frere's book, *The 911 Story*, one would find that the most aerodynamically efficient air-cooled 911 (with lowest coefficients of drag and lift) is which of the below model Porsches?  
(a) "B" Series 1969 911  
(b) The 1975 Carrera RS 2.7 body with "tray rear spoiler and front air dam "H" Series Carrera  
(c) The 964 non-Turbo body  
(d) The 993 non-Turbo body

# Porsche extends working relationship with Valmet Automotive

Press release from Porsche

Stuttgart/Uusikaupunki.

Dr. Ing. h.c. F. Porsche AG of Stuttgart, Germany, is maintaining its successful relationship with Finnish production partner Valmet Automotive for the mid-engine Boxster and Cayman models. "We have extended our contract with Valmet – an option that was always open to us – until 2011. Our Finnish partner will continue to provide the production capacity that we lack at the Zuffenhausen site for the assembly of the mid-engine Boxster and the Cayman models", said Michael Macht, Executive Vice President Production and Logistics, at celebrations on October 16 in Uusikaupunki marking ten years of collaboration with Valmet.

The Boxster was initially built exclusively in Zuffenhausen in 1996. Since high demand for the 911 absorbed Porsche's entire production capacity, however, Boxster production was in part outsourced to Valmet in 1997. Since then, the Finnish company has assembled over 180,000 vehicles in the Boxster series and, in so doing, fulfilled the heavily monitored quality requirements of the Stuttgart-based sports car manufacturer. The engines for these vehicles are still built by Porsche in Zuffenhausen and sent, together with other parts and components, by train to Finland.

Valmet Automotive is one of the world's leading contract manufacturers. The US market-research institute J.D. Power has already singled out Porsche's Boxster and Cayman models for their outstanding product quality and manufacturing on a number of occasions.



Timo Bernhard with his Porsche RS Spyder visiting his mother's post office in Bruchmühlbach-Miesau

*A little humor from Presse Porsche*

Long before my heart began beating to the sound of Porsches, my passion was for Japanese motorcycles, and the faster the better. The love of my life at the time was a twelve-second Honda 750F Supersport, jet black and stripped of everything except her headlight and foot pegs, and with a ten thousand RPM redline she was a seriously quick machine.

Wailing through Marshfield center on a Friday afternoon with a freshly cashed paycheck in my pocket I spotted my pal Chris on his Z1. We stopped for a chat and within moments agreed to grab our sleeping bags and point our bikes north. Chris and I had long been friends, having spent much quality time together in traffic court, so we filled our tanks and hit the highway with the intention of escaping the local cops for the weekend.

Back in the halcyon days of our youth, our best strategy for the avoidance of Johnny Law was to make sure he never caught up with us. Literally. His weapons of detection were useless against our micro-stealth, and knowing full well that he cruised at 80 to catch the 70 MPH speeders, we cleverly outsmarted him by running a steady 100 through moderate traffic, with occasional bursts to 120 just for the joy of it. Idiots that we were, we nonetheless found ourselves downtown in Littleton, Maine, shortly before sunset, which yields an honest testament to the time-saving benefits of our system considering that Marshfield is south of Boston.

Chris has always been very outgoing and somewhat of a goober, and his plan was to find the nearest package store where we would hangout and pester the locals for a place to camp for the night. After buying as much beer as we could possibly strap onto our bikes, Chris approached a likely fellow carrying a couple of cases and said, "Dude, any idea where we can camp for the night?"

The guy's face lit up like the setting sun as he beamed, "Camp? Camp? We

got hundred percent camp!" Like we should've known. He set his burden down and proudly pulled at the front of his tee shirt which had the image of a stereotypical, backwoods shack silk screened onto it, complete with a sagging roof and the words 'One hundred percent camp' encircling it. "We got camp," he joyfully reiterated. "One hundred percent camp!" He hailed to his buddies in the truck to come over and meet us and sure enough, they were also wearing the identical shirt -- albeit with different stain patterns -- and all bearing the same wild enthusiasm for 100% Camp.

After determining that these guys were probably okay, we accepted their keen invitation and loaded our beer and raw meat into the back of their truck for what they promised would be a long ride into the woods. "Only one problem," one of them says. "You guys have to ride over a small wooden bridge." Not understanding the actual problem, Chris and I dumfoundedly looked at each other until he added, "There's no middle, just two slippery boards and I wouldn't try to stop if I were you." They howled at his joke and tore off in the truck and I remember remarking to Chris that nobody even knew we were there.

The ride through the woods was indeed long and the boards far less treacherous than advertised, and when we finally parked our bikes for the night we realized that we would be sharing the wooden floor of a hunting shack with about ten strangers that night, a third of them being women of various shapes and ages. The entertainment for the evening goes a long toward explaining my inability to remember any names, but some things stand out crystal clear. Secondary in the entertainment hierarchy was a musical library which consisted of exactly one 8 track tape, REO Speedwagon, which kept on rolling -- hour after hour -- and I believe did permanent damage to my brain.

As we roasted our meat and drank late into the night Chris and I were charmed by both our surroundings and the company of our hosts who kindly immersed us in the colorful, glorious and surprisingly long history of Hundred Percent Camp, with nearly every story beginning, "Well, first we stopped and got us some beer..." And ending with a knee slap and a "You shoulda seen the look on his face." And the face could've been on a dog, a bear, a fish or a person. We were disarmed by the good-natured wit and generosity of our companions, and as the night wore on the liquid entertainment presented many opportunities for both a short stroll into the woods and a respite from the raging Speedwagon. It was during one of these unsteady visits that I overheard a hushed conversation between two women, one older one younger, and the older one said, "Listen carefully, I'm going to tell you the meaning of life."

My ears immediately perked up. For close on 23 years I had been searching for exactly that very thing. Searching high and low, turning every stone, peeking in closets, looking in trash bins, and now, finally, I was going to have it handed to me while standing half drunk in the Garden of Eden.

"This is what you do," she says. "Make sure you get the ring first."



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# PORSCHE AND CLYDESDALES ON REVIEW

Judy Hendrickson



*The gold turbo with the judges gathered around is the overall winning Best Judged Car of the Whooten's. This car also won Honorary Judges' Choice*

Sunday dawned cloudy with the pavement still wet and a bit of mist still in the air. The NH weathermen, however, promised clearing by midday with no rain until the wee hours of Monday AM. Thus armed, Lisa Roche, my cohort in concours organization, arrived to transfer the PA system from her car to the truck and Matt Romanowski and best girl, Xana, arrived to help with getting two of my cars to the event, Jelly Bean and Der Tub (993 and 356 respectively). While Xana drove the 356, Lisa opted for the 993 and Matt was, of course, in his own willow green 914. I on the other

hand was at the wheel of the Nissan Frontier pulling the AX trailer for the needed tables, chairs, pylons, generator, tent, etc – all needed to set up for the event. While the three Porsches took a direct route to the Anheuser Busch facility off old route 3 in Merrimack, I motored up the Everett Turnpike to set the signs to guide entrants and viewing public to the event.

Signs set northbound I quickly stopped into the Budweiser facility to drop the trailer and get things started for setup. Not to worry, the three Porsches were already there along with Paul Tallo and a

couple of others. Quickly unloading the other needed materials from the truck I headed back out to set the south bound signs. Amazing how little traffic there is at 8-9AM on Sunday morning. By the time I got back tents were up, registration check-ins were underway, Dan Witmer and Tom Brown from our **sponsor – Porsche of Nashua** were all set up with a beautiful black Cayenne S and Cayman S and our caterer, Kathy Robinson of Kathy's Kitchen, was setting up for the lunch to be served later that day. Oops, the Budweiser folks



*Fall colors ... Porsche colors ... and Matt's new Pentax*

had failed to drop an electric line as promised. Forgot to unlock the ladies room in the sports building, too. Oh well, not to worry, we've got a 100 foot extension cord in the trailer and Kathy found an outlet on the outside of the building. Budweiser warns us the circuit breaker has been tripped by no more than two coffee pots in the past, but we hoped the two crock pots would not pose a problem (they didn't).

Perhaps many who watched the Boston channels for their weather report decided not to chance it, but for those that did come out for the show, they were treated to very green grass, although a bit wet, and clearing skies as the morning wore on. Many took advantage of the location and took the brewery tour and visited with the horses down at the barn, including the 7-month-old Clydesdale "baby" weighing in at

700 pounds and already as tall as a normal horse.

Dan Witmer tells me before he leaves to go to work – he had the Sunday sales duty at **Porsche of Nashua** – that with the sale of either of the cars they brought to display, the dealership will donate \$500 to the NH Food Bank – our charity for this event. This donation is in addition to the raffle prize they donated – a weekend (Friday to Monday) with a Cayman, the six mounted factory posters – four of varying poses of the RS Spyder and two of the new 911 Turbo Cabriolet and their sponsorship dollars. **Porsche of Nashua** has been and continues to be a good friend of NCR. When you are considering purchase of a new or used Porsche or Audi and definitely when you need service or parts, please give **Porsche of Nashua** a chance to serve you.

While entrants and public alike perused the Porsches on display voting for their favorites, Judges Matt Romanowski, Edgar Broadhead, Charlie Dow and yours truly gave the detailed once over to the cars entered in the Judged category. Nancy Broadhead kept the judges on time and Xana and Paul delivered completed score sheets to Lisa for tabulating. In the meantime, Kathy started serving lunch to all who had purchased a lunch ticket. She provided an inviting selection of sandwiches, choice of two hot soups (both delicious and home made – one a six vegetable soup and the other a chicken corn chowder), chips and drink. Since attendance was less than planned, resourceful Lisa discussed with the NH Food Bank rep what might be done with the left over food that we had purchased. Good news, Jennifer Young, the NH Food Bank rep, indicated she would be able to take it to a Manchester Soup Kitchen after the event. It would be put to immediate use there and the club would receive recognition of this in-kind donation.

Soon all the cars had been judged, scores calculated and People's Choice ballots counted. After a few welcoming remarks by NCR Secretary, Paul Tallo, we started the awards off with the drawing for door prizes – the six posters. Door prizes were limited to entrants and you had to be present to win. First picked got to choose which of the six they wanted and so on. We forgot to take notes, but I believe Stephen Koukias, NCR, got first pick. Other lucky winners were Paul & JoAnne Whooten (NER), Paul Tallo (NCR), Anthony Bognanno (NER), John Conlon (NCR) and yours truly (NCR).

Class awards for People's Choice were given out and then the class awards for Judged cars. The Overall awards were presented and then we did the drawing for the weekend with the Cayman. Tom Brown did the honors. The lucky recipient was Mary Ann Martinelli from CVR Region. They had seen the event in *Pano* and decided to drive up to check out the show, visit the brewery and see some NH fall color. I'd say their trip was well worth it. All in all we sold 61 raffle tickets at \$5 each for a total of \$305 for the NH Food Bank. Net proceeds from entry fees, food sales and sponsorship dollars after expenses were about \$450 which will also go to the NH Food Bank. This combined with the proceeds from the August Car Show in New London and the in kind donation of the excess food from the Merrimack Car Show resulted in over \$2250 in cash and kind donation from NCR for the NH Food Bank. After further deliberation, the NCR Board voted to add to the fundraising efforts bringing our donation to the Food bank for 2007 to \$6000. Direct contributions to the Food Bank at the two car shows totalled about \$230.

With the efficiency the Food Bank has in acquiring food this translates four fold in the number of meals that can be served (nearly 25,000 meals

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for needy NH citizens). The NH Food Bank is in need of your help. Since 2006 there has been a decline in food donations. Over 350 agencies throughout NH (soup kitchens, food pantries, shelters, day care centers, senior citizen homes and substance abuse treatment centers) rely on the Food Bank as their main source of food. While direct cash contributions help improve their programs to provide long term solutions to hunger

and pay the freight costs on food items donated from wholesalers and grocery stores, there are other ways you can help as well:

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### Volunteer Your Time:

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Special thanks to all who helped with this car show, especially our sponsor, **Porsche of Nashua**, and their representatives Dan Witmer and Tom Brown. Tom not only entered his track 944 – a pretty nice looking guards red 944 Turbo, but along with Dan helped to get Kathy set up and anything else we needed help with. A big thank you also for all that Lisa does to make the concours program work. Without her organization to print all the documents, do all the registering and calculating and keeping track of the money I would be lost. And last but not least the perennial helpers, whether it be helping to get my cars to the shows, laying out the grid, parking the cars or what ever else needs doing: Matt, Xana, Paul and I'm sure more that I've forgotten.

## MERRIMACK CAR SHOW RESULTS

### PEOPLE'S CHOICE CATEGORY

CLASS	NAME	CAR	REGION	PLACE
914	Matt Romanowski	Willow Green 1972 914	NCR	1 <sup>st</sup>
356	Judy Hendrickson	Signal Red 1965 356 SC Cab	NCR	1 <sup>st</sup>
911-Early	Ed & Nancy Broadhead	Arctic Silver 1967 911S	NCR	1 <sup>st</sup>
	William Batte	White 1967 912	NCR	
911-Mid	Paul Tallo	Black 1998 911 C4S	NCR	1 <sup>st</sup>
	Judith Hendrickson	Riviera Blue 1995 911 C2	NCR	2 <sup>nd</sup>
	Mike & Joyce Nadeau	Black 1983 911	NCR	3 <sup>rd</sup>
	Jim Monty	Ruby Red 1984 911	None	
911-Late	Rob Aube	Red 1990 911	NCR	
	Charlie & Martha Dow	Speed Yellow 2005 911	NER	1 <sup>st</sup>
	Tom Feid	Silver 2001 911	NCR	
Cayman/Boxster	Richard Garvey	Guards Red 2003 Boxster S	NCR	1 <sup>st</sup>
	Claire Dors	Cobalt Blue 2007 Cayman	NCR	
Race Car	Paul Tallo	White 1993 RS America	NCR	1 <sup>st</sup>

### JUDGED CATEGORY

CLASS	NAME	CAR	REGION	PLACE
914	Tom Vallon	Red 1976 914	CVR	1 <sup>st</sup>
911-Early	Paul & JoAnne Whooten	White Gold 1986 930	NER	1 <sup>st</sup>
	John Conlon	Meteor Grey 1986 911	NCR	
911-Mid	Stephen Koukias	Silver 1997 911 Cab	NCR	1 <sup>st</sup>
911-Late	Anthony Bognanno	Silver 2004 911	NER	1 <sup>st</sup>
	Noah Parekh	GT Silver 2004 911	NER	
Race Car	Thomas Brown	Guards Red 1989 944 Turbo	NCR	1 <sup>st</sup>

Overall People's Choice – Signal Red 1965 356 SC Cab, Judy Hendrickson

Best Judged Car – White Gold 1986 930, Paul & JoAnne Whooten

Honorary Judges Choice – White Gold 1986 930, Paul & JoAnne Whooten





Sunday dawned cloudy with the pavement still wet and a bit of mist still in the air...

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But the moon was right and Man! your  
lips glistened.

But that was then and this is now,  
And I got something to say and this  
time it's a vow.

All of the arrows and all of the slings,  
Couldn't hope to catch me as my  
Porsche sings.

So keep all of the china the chair and  
the woks.

I'm keeping the Porsche and I'm  
changing the locks.

-John R.Killion, June 2007

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Tech Quizz answers ... continued  
from page 22

**Answers:**

1. b. Excellence Was Expected, Vol 1,  
p 210, and Vol 2, p. 496
  2. a. Excellence Was Expected, Vol 1,  
p. 32
  3. d. Porsche Panorama, Dec 2005,  
p. 97
  4. d. Excellence Was Expected, Vol 1,  
p. 156
  5. a. Excellence Was Expected, Vol 3,  
p. 1452
  6. b. Porsche 356 B/C Factory Workshop  
Manual, pp R 47-50
  7. b. 911 Redbook, p 9
  8. b. Porsche 911 Story, 7<sup>th</sup> Ed, p. 123
  9. b. Excellence Was Expected, Vol 3,  
p. 1286
  10. b. Excellence Was Expected, Vol 3,  
p 1363
  11. b. 1970 Porsche 914/6 Owner's  
Manual, p. 38-39
  12. b. Porsche 924, 944, & 968 p. 28
  13. b. Excellence Was Expected, Vol 2,  
p 771
  14. b. Excellence Was Expected Vol 3,  
p 1431
  15. c. 911 Story 7<sup>th</sup> Ed, Frere, pp. 226,  
228, 232
- 



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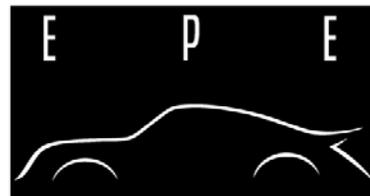
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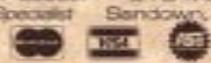
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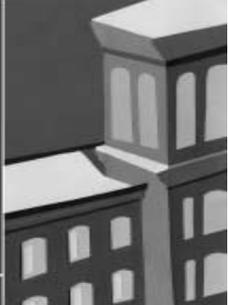


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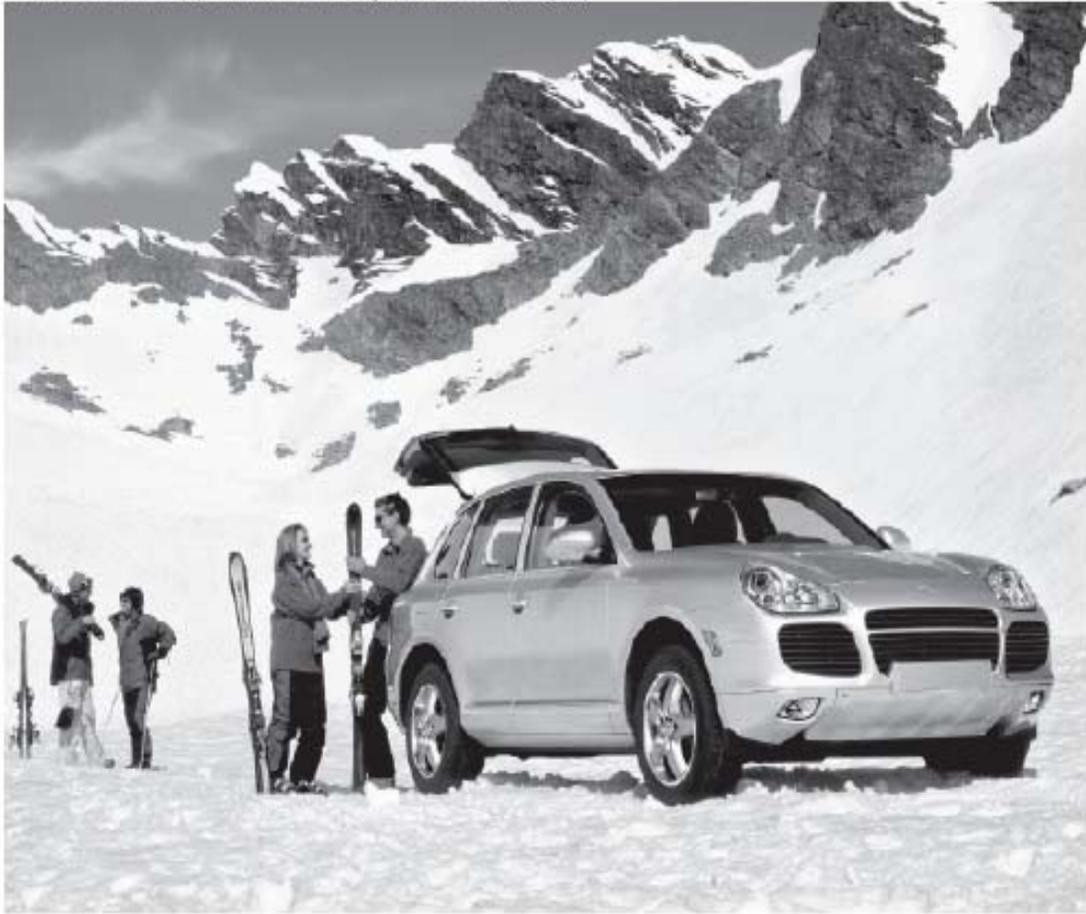
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