

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 10 October 2008



In this issue:

Grand Prix of Mosport, Jerry Dascoli, Keona's New Car,
- Sunday in the Park (LAP)

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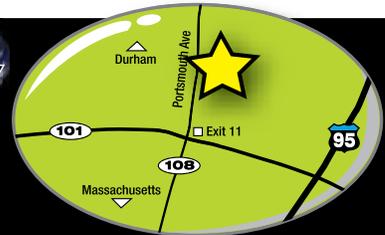
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October 2008

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Cover photo: Autumn in NH
David Churcher



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CALENDAR

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OCTOBER AT A GLANCE

Date	Event Information	Contact
October 1 & 2	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
October 5	Dinner and Music - Random Acts of Harmony	social@ncr-pca.org
Oct 13, 14	Driver Education 3, NHMS, Loudon, NH	driver-ed@ncr-pca.org
Oct 18, 19	NCR Getaway Weekend ... The Balsams	social@ncr-pca.org
Oct 24, 26	Fall Foliage Tour ... see page 40	
Nov 8	Annual Banquet (30 yr celebration), C. R. Sparks, Bedford, NH; 6 PM ~ 10 PM; DJ Biggie	social@ncr-pca.org

Please note: calendar information is correct at the time of **Northlander** going to press but for the latest information you should check our web site: www.ncr-pca.org



Miriam Dunster

Oh, and by the way don't forget to vote.

Hello Fellow Club Members,

Are you enjoying the New England fall weather, all the colors and cool temperatures? This is a great time to take a leisurely drive to a destination spot where you can get out and stretch your legs for a while by either checking out the scenery in more detail, browsing through antique shops or a quaint New England town. I just did one of those drives and really enjoyed the day at least until it was time to drive home. I then realized that everyone else must have had the same idea and it appeared we were all on the same schedule to head back. Have you ever been stuck in a car with people who just have no patience for traffic? It can be really unbearable. In the case of this trip I got lucky and recognized another route number that I knew would have less traffic on it but get us to the destination with maybe a little more time but not much. The key was convincing everyone in the car to take the turn and trust me. Of course there was no time to ponder the trust factor, it needed a quick decision to be made. This is when you find out if you have the skills to present a strong case to just "do it." Thank goodness I did or I just might still be stuck in that traffic. I'll have to remember this adventure for the future so I do not trap myself like that again. Good news is I found out more about the people I was with although it wouldn't be my recommended method to learn more about your friends or new acquaintances.

This is also the time of year when our calendar gets very, very light so I will not have too much to promote like I have with other columns. October will have our last DE event for 2008 and as I write this column my comment will be that hopefully it will be as safe as the other NCR events held this year. For those of you who signed up for the Balsams weekend on October 18th and 19th hope you have a wonderful time at one of the "Grand

Dames" Hotels! We are lucky to have so many in New Hampshire to choose from. Last year the Balsams' staff was very hospitable, stories were wonderful, ad lib activities were enjoyable (although dangerous for some), food fabulous and the camaraderie of the members was fantastic. Wish I could make a return trip like some others are but my employer has informed me I will be on call that weekend and since cell phone coverage was not available there last year it is off my calendar this time around. If you could not make it to the last NCR autocross in September you might want to take the plunge in late October and join NER in their last autocross on the 26th. Just remember to bundle up it could be cold especially since the *Farmer's Almanac* prediction states a colder than normal season for us to look forward to.

If October is just too busy on your social calendar to include any NCR activity how about joining us for our 30th Anniversary banquet on November 8th at CR Sparks in Bedford, NH. Ivy has been pulling out all the stops to put us into a party mode rather than the dull presentation mode we have had in the past. David Churcher will be compiling a slide show for the cocktail hour that will encompass a little old with new pictures from this year. As you have seen in the promo materials we will have a DJ to offer some music to entice you to get up and dance. This has been a request of members who have attended in the past so we are going to give it try at this one. Oh, and by the way don't forget to vote. The ballots you receive are the recommended board by the nominations committee but if there are any individuals who would like to run for any of the offices you can have a write in campaign if you would like. Looking forward to seeing you at the banquet and don't forget to wear your dancing shoes.

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Tracey Levasseur

You would think with almost 200 channels available on my satellite dish that there would be something, anything, entertaining.

With television full of stupid reality shows it's getting harder to find a program that's worth watching at all, let alone one you anticipate sitting in front of every week. So on those occasions when I can actually sit and watch TV I spend most of the time flipping through channels in hopes of finding something that won't insult my intelligence. You would think with almost 200 channels available on my satellite dish that there would be something, anything, entertaining.

So it went that one evening last year I was doing the scroll through the channel guide, pausing at my usual channels – History, TV Land, Ovation – when BBC America caught my eye. *Top Gear* had just started and since I had no idea what it could be I switched it on.

The reason I say I didn't know what it could be was because one doesn't normally equate British TV with car programs. A name like *Top Gear* would make more sense on Speed Channel. So I decided to give it a couple minutes to see what the Brits could possibly be up to. To my surprise *Top Gear* was quite good.

Hosted by three men with very different tastes in vehicles – Jeremy Clarkson, James May and Richard Hammond – *Top Gear* is a comedic variety show for the “petrol head.” That's English for motor head. To put it in perspective think of a British show about cars that's a cross between *Myth Busters* and Ebert & Rooper's *At the Movies*. Not clear on that? Read on.

Every week these three men test drive and review cars, some new and some old (i.e. the first show I watched was a review of a very early Lamborghini), some very small cheap cars and other top of the line 500+ horsepower dream machines. But it's how they critique each car that's hilarious. In thoroughly British style they can absolutely abhor a particular part of a car and insult its manufacturer in such a way that it takes a minute to realize it. For example they reviewed the Porsche

Carrera S and noted it as having “a ride so rough it could turn your bones to dust.” But in all fairness these guys try to find the good and the bad in every vehicle they test. So what the Carrera S lacked in suspension it made up for in performance: “The rear engine and near perfect balance made it hug the road the way Lycra clings to a gymnast.”

The test drives are not always in the same place. Depending on the vehicle being tested, the hosts may take the car out on some English country roads, busy highways or the exclusive *Top Gear* test track on Dunsfold Aerodrome's runways in southern England. The large track looks like a wobbly figure 8 with ample turns and straights to give each vehicle a proper workout.

But *Top Gear* isn't just an hour's worth of car critiques. These “blokes” are crazy and they're always thinking of the strangest things to do with a moving vehicle (hence the comparison to *Myth Busters*). After a thorough review of the little Toyota Aygo (marketed as the Yaris in the US), host Richard Hammond proceeded to organize a football (read soccer) game using two teams of Aygos and a huge inflatable ball. The game was hilarious and reminded me of a polo match with bumper cars. But as funny as it was, it did show how agile the little Aygo is and how even after hitting the ball and the other cars several times there was surprisingly little damage on any of them.

Other episodes involve more dangerous feats such as one entitled “Can you parachute into a moving car?” Another pits a jet against a sports car on a runway to see which is faster. But usually the hosts compare like vehicles based on styling, handling and versatility....and have a lot of fun doing it.

On a regular basis *Top Gear* invites a celebrity on for a brief interview and

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PORSCHE



Lisa Roche

New Members:

Dean S. Bowen
Nottingham, NH – 1986 911

Bob Britton
Hancock, NH – 1979 928

William F. Butler
Robert P. Butler
North Salem, NH – 1986 951

Andrew Capaul
Campton, NH – 1988 911

Jonathan M. Carter
Brentwood, NH – 1986 Carrera

Brent Dreher
Rick Dreher
Daytona Beach, FL – 1974 914

Andrew C. Fenn
Maria K. Fenn
Lynn, MA – 1987 924

Shawn M. Shambo
Amy Shambo
Rye, NH – 1987 911

Noel M. Swartz
Julie Levensgood
Westborough, MA - 1980
911SC

Henry Wallace
Lana Tsurikova
Auburndale, MA – 1987 944

Member Anniversaries:

1Year:

Cynthia J. Bogert
Ian C. Bogert
Rye, NH – 1961 356B

Gary M. Levine
Hanover, NH – 2007 Cayman

Jason C. Loy
Richard Loy
Manchester, NH – 1977 911

Michael J. Nadeau
Joyce Nadeau
Amherst, NH – 1983 911

Bogdan A. Urma
Brighton, MA – 2007 Cayman S

Ron Burton
Hooksett, NH – 1989 928

Roswitha Fuller
Fred Fuller
Amherst, NH – 2002 Boxster

Jeff R. McPherson
Litchfield, NH – 2000 Boxster

Rick S. Neves
Nancy Sitta
Millis, MA – 1986 944

Paul Padfield
Rose Padfield
Manchester, NH – 1999 911

2 Years:

Sean B. Reilly
Karen Reilly
Rutlant, VT – 1978 911

Mark J. Troiano
Judith Troiano
Eliot, ME – 1985 911

Robert T. Studley
Merrimack, NH – 2006 Boxster

5 Years:

Tom H. Balon, Jr.
Kirsten Balon
Suncook, NH – 2000 911 C4

Paul H. Hohensee
Doris Hohensee
Nashua, NH – 1967 911

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

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



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

(30th Anniversary/Annual Meeting, Elections & Awards)

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

Saturday, November 08, 2008

CR SPARKS, BEDFORD NH

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

Time: 6:00 – 10:00 PM (or later)

Entrees:
TBD

Accompanied by the following:
TBD

Dessert:
TBD

More info to come...

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

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Address: _____ PCA Region: _____

City, State & Zip: _____

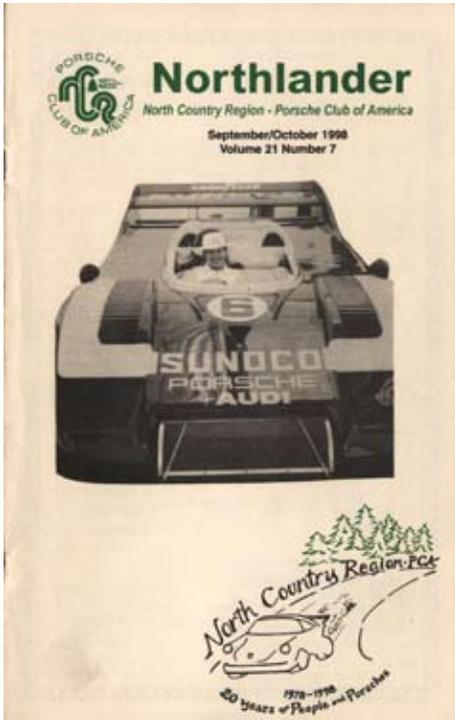
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Judy Hendrickson

LOOKING BACK



This month's selection comes from the September/October 1998 edition of *Northlander*, Volume 21, Number 7. The editor at that time was Miriam Dunster.

This is another of then President, Ellen Beck's tomes which are always a good read. Although it is long it covers an event that everyone should take in at some time in their life – the Monterey Historics, Concours Italiano and all the auctions and hoopla that accompany that weekend in August. So sit back, relax, grab that brew or gin and tonic and enjoy.

Liebe zu Ihm (For the love of it...)

by Ellen Beck, President

Truly, "what I did on my summer vacation" was the ultimate liebe zu ihm experience. A week in sunny California with the most fabulous cars in the world simply could not be missed. Celebrating the 50th anniversary, Porsche was the featured marque at the Monterey Historic Races, with a special emphasis on Porsches at the Pebble Beach Concours and a concours quality parking "corral" at the Concours Italiano. The sheer quantity and quality of Porsches at this weekend was astounding, never mind the other marques!

My (very) long weekend started on Wednesday when Judy Hendrickson and I met at the LA airport, prepared to start our journey northwards. Our rental car was a superb example of foreign engineering, a Mitsubishi Mirage DE Coupe. The power, acceleration and handling were beyond belief. (Just kidding, it wasn't exactly a Porsche!). We blasted off on Pacific Coast Highway North, planning to follow the coastal route all the way to Monterey. The scenery was stunning, and Judy played

tour guide from our AAA maps and books as we traveled. Getting close to Lompoc, jet lag encouraged us to stop in at Vandenburg Air Base to inquire about visiting officers lodging. A benefit of Judy's 20 years of service as a Lt. Col., and an example of your (and my) tax dollars at work. For \$24 we had a 4 bedroom, 2 bath house to ourselves, a harbinger of good luck on the trip to come! After a stop at the Class VI store (package store to civilians) to stock the cooler, and a good night's sleep, we continued north.

Even in LA we had noted many Porsches here, there and everywhere, but Thursday's trip was a visual treat with sports cars of all types sharing the road north. Not only was the view from Route 1 wonderful, albeit a bit foggy, but we "traveled" with Ferraris, Lotus, all models of Porsches and even a pack of Italian Ducati motorcycles. We took a break in San Simeon to tour Hearst Castle. What an excess of extravagance! Six miles up a winding mountain road from the coast is a monument to how many wonderful works of art one man can either buy or build. There are several tours of the 140+ room castle and grounds, our basic tour took 2 hours and barely scratched the surface. Everything there is a visual feast, from the glorious flowers to the ornate architectural carvings to the truly castle size tapestries whole rooms were built around.

Back on the road, we encountered Seismic Retrofitting signs. On the left coast, this means that El Niño rains and seismic disturbances had washed away good bits of Route 1. Sonic portions of road were only one lane, on the edge of shear cliffs, and traffic would be stopped for 10-20 minutes at a time. Of course since there is no real passing on a road of this type, groups of cars would go along together for long stretches. We had been followed for many miles by a red (of course) Ferrari F-40, and yet another red Ferrari 355, and just in front were a 911 Targa, a 914 and two Boxsters,

all of us going to the Historics. After the second stop we all took to getting out and socializing, an impromptu PCA meeting! After the fourth stop, we broke out a bottle of the Bitburger Pils, much to the envy of the Ferraris behind us. I might also comment that just because you drive an F-40 doesn't mean you can drive, his line through the hairpins should have been much superior to "de coupe's" (our rental's nickname). 'Nuff said.

Eventually arriving at the Embassy Suites in Monterey, we were amazed even at the Porsches in the parking lot. Porsche AG, PCNA and PCA were all in residence here, along with drivers like Derek Bell and Hurley Haywood, both seen at cocktails and breakfast. Luckily, (or perhaps not!) Judy was on a working vacation, organizing and running PCA's membership booth, so we had a very hard-to-come-by reservation. As Judy's aide de camp, I was in charge of driving and keeping our busy schedule on track. After California crab cakes for dinner with old friends (and Judy has many) we were ready for setting up the membership booth on Friday.

Early to rise is the only way to do things this weekend, as some where around 100,000 tickets were sold for the 3 days of the Historic Races, never mind both concours, and sitting in traffic is not anyone's idea of fun. Friday was a practice day at Laguna Seca and we moved into the Porsche Expo tent along with Porsche Tequipment (very interesting Boxster bike rack on display), the 50 Years of Porsche movie, and Porsche Travel. Our PCA membership booth was centrally located and we would (along with a dozen or more volunteers from across the country) talk to hundreds of Porsche owners over the 3 days. We gave out more than 500 applications and copies of *Panorama* and signed up over 100 new members on the spot. The membership initiative was a great success!

Directly behind our tent was the Porsche parking corral, sponsored by PCA's Monterey Bay Region, where nearly 300 Porsches from all over congregated. On display was a collection of one example of each production model of Porsche ever built. On Sunday at noon, these cars would do 2 parade laps around the Laguna Seca course, followed by the rest of the corral, a total of 245 PCA members' cars on track at once. This display was knowledgeably narrated by Prescott Kelly and Burt Misevic. I wished I had a car out there! But even more, I wish I could have driven a Porsche through the cork-screw at more than just 10mph!

Late Friday morning, Judy and I dusted ourselves off, put on our fancy hats and lipstick and took off to the Concours Italiano in search of men with hairy chests, gold chains and Ferraris. What we found at the Quail Lodge in Carmel was even better, dozens of Lamborghinis, Maseratis, Alfa Romeos and Ferraris in every Skittles color made, plus more. The Italians are so dramatic! Set on a lovely golf course, the center piece was a carpeted and flowered runway which doubled as a site for a fabulous Milan fashion show with catchy dance music, then later an opera performance direct from Italy. Surrounding the display cars were rows of tasteful white vendor tents and booths selling crusty pizza, lovely wines and cold Italian beer. We began with the Lambos and I am sure I will never again see 40 iridescent Diablos in a row, followed by the Countaches and more. Several 48-valve Lamborghini 4WD upscale versions of the Hummer attracted attention. The Maseratis and Alfas included many examples of older racecars as well as the elegant luxurious models. We missed seeing any Lancias, but when we got to the field of Ferraris, it was unbelievable. I am not exaggerating when I say you could not see the end of them! Easily over 100 cars, starting with the F-50's and F-40's, and most of them red.

There were many race cars of every vintage, although no old Testarossas. It was an excess of extravagance!

Not to be outdone, the German marques had their own special parking "corrals" on the grass as well, with owners sitting out in lawn chairs sipping wine and chatting with spectators. The BMW area featured several wonderful 2002 convertibles that I had not seen before. The Porsche area, as you might expect, was huge. Well over 200 cars of all colors, models and years, it was larger than a Parade concours, and these were ticket-buying spectators gathering to park together at an Italian event! In a special display area we found a blue 1972 Porsche 916 that Judy was drooling over. One of 2 in the US (only 11 built) it sported a 2.7RS engine, welded steel roof, leather interior and flared GT fenders.

The welcome party sponsored by Monterey Bay Region Friday evening was an open-air buffet for 2,000 at the lovely historic Carmel Mission. Although we ran in to some traffic (understatement) getting there, the remote parking and walk were worth it, and the courtyard with flowers and music, and the grilled salmon and 6 local wineries offering wine tasting didn't hurt

either. We talked to many Porschephiles from around the country and spent time with the organizers of the Sacramento Parade in 2000 (it is unofficially called the Y2K Parade - you techies will get it). The Carmel Mission "padre" complimented me on my white Pebble Beach Concours hat sporting a hatband of the Gmund Coupe (everyone wears hats in sunny - or foggy - California). After dinner, we were treated to remarks by Dr. Wolfgang Porsche, Wendelin Weideking and a stellar collection of famous race drivers. The most significant comment by Dr. Porsche, in reference to recent mergers, was "Porsche will remain Porsche", greeted by great cheers. Memories of racing Porsches followed from such racing luminaries as Vic Elford, Stirling Moss, Jurgen Barth, Hurley Haywood, Jack McAfee, Derek Bell and more. After some lengthy reminiscences, Brian Redman stole the show as the last speaker, by standing up and stating (with his British accent) "This is the second time today that I have gotten up from a warm seat with a piece of paper in my hand. Thank you for being here, and good night!" It was that kind of night.

Returning to the Embassy Suites later, we joined some of our own PCA "luminaries" in the bar (I am afraid that Judy and I spent nearly as much time this weekend eating and drinking as we did watching cars and talking up PCA). Sitting next to me, Leonard Turner shared some stories (and secrets) about Porsche photography and his great *Panorama* photos (also an amusing Monica Lewinsky \$8 bill ok, no more, I promise!) Pretty much the rest of the Executive Council was there, and once again, I didn't have to actually pay for my drinks, as Judy Boles picked up the tab. What a day!

Saturday, we were in line at the Laguna Seca gates at 6:50am and still took 45 minutes to get in. The unfortunate people who arrived after 10am took over 2 hours to park. Needless to say, it was packed, the biggest turnout Laguna Seca has ever had for any event! (Every bit of track souvenirs was sold out by Sunday morning, even programs!) If yesterday was great, today showed promise of being totally unbelievable. People were arriving at our membership booth at 8am, before we were even set up, and activity was heating up, even though actual racing didn't start until after lunch. We met the Porsche guys, wanting to borrow a marker, and the Andial guys from across the way, wanting to borrow a marker. Jeff Zwart's yellow 914-6 GT Alaska-Panama Rally car was on display (on *Pano's* April cover), as well as his Hill Climb winning

911 (also featured in *Pano*) in the Andial tent. Yokohama was next door, nice guys, but they still don't have my size tire in stock!

Porsche AG also had a very successful (\$1 million in sales) vendor tent for merchandise and a wonderful exhibition area in the main paddock. The exhibition "tent," really a huge portable building, was set up museum style with glittering information boards, dramatic colored lighting and multimedia displays celebrating the fabulous one of a kind cars. Inside were the Sascha, Dr. Ferdinand Porsche's first race car, the 8 cylinder "Grossmutter" faithful partner to many a fledgling racedriver in the early days, a 356SL LeMans Coupe, the Paris-Dakar Rally 953, the entire back seat was gastank, and the GT-1 '98 Le Mans winner, among too many to describe. The periphery of the building was stabling for more historic and museum cars, the 908/3 Targa Floria winner, a 1960's 904, Phil Hill's Formula One car, and a dozen more. An old English teacher of mine used to give grades on both style and content, and I can tell you that Porsche came up with the goods this time. What a truly stunning presentation it was.

The paddock area was practically a museum in itself. We wandered past nearly as many famous cars there as in the tent. Steve McQueen's 908 that he ran at Sebring in the '60's was there, as well as Mark Donohue's Sunoco 917/30. David Morse of Morspeed had 5 Porsches of distinction there under his tent, next to Brumos, and many other notable racing stables. Many of these cars went out at noontime for the Porsche Exhibition laps, grouped by era, and again narrated by Prescott Kelly and Dale Miller. It was a stunning sight, and memorable sound too, to see and hear these great cars running together.

The truly antique racers were worthy of note too, earlier even than the 550 Spyders, Abarth Carreras, Elvas, Sunbeams, Lolas, and a '52 Aardvark (what the heck is that?). In one of the most exciting races, a 1500cc Bugatti "Tank" was battling it out with a 1922 5000cc Delage LaTorpille, a case of David and Goliath. Although the well-driven Bugatti would gain ground in the corners, it was ultimately beaten by superior horsepower (don't I know that scenario!). Although to us, it was almost like watching racing in slow motion, what a tremendous speed they must feel themselves to be going, and what risks they were truly taking racing on dirt tracks in the '20's! What a kick!

Judy and I had sprung for the Flagroom race tickets, and what a treat that was. The "Flagroom" offered trackside parking, dining, drinking and spectating for the weekend, all-inclusive. The view was great, the breakfast and lunch fine restaurant quality, porta-potties with SINKS, and of course free drinks, what a way to travel. (Beats the heck out of nosebleed seats at NHIS!) In-between all this excess and extravagance, we watched races and minded the store at the membership booth (remember this is a working vacation?) We found time to meet a few interesting people too.

Ilse Nadele was visiting from Germany, PCA's well-loved retired Porsche AG connection. She knows everyone, noted Porsche mechanic Jerry Woods took her by the arm and escorted her to join us on top of the Morspeed trailer for race spectating. Judy and I both got our pictures taken with (ok, being hugged by) Brian Redman. We struck up a conversation with two Austrians from Porsche Salzburg, one turned out to be the Porsche family mechanic in Zell Am See, and he was given at least one of Dr. Porsche's old 911's by the family. (Later that week, in line at LA's new Getty Museum I met Holland's oldest Porsche dealer 49 years) and his wife, guests of Porsche at the Historics -- small world.)

Later Saturday evening was a private dinner sponsored by Porsche AG, to which we were unlucky enough to be not invited. The Mobil1 rep in our tent was more interested in getting to meet Jay Leno and Jerry Seinfeld, and didn't really want to meet Vic Elford and Stirling Moss. She offered me her ticket, but in the interests of maintaining some sort of friendship with my traveling companion, I was forced to decline. (Darn!) By the time we were done with everything that night (oh yeah, we were sampling wines with the owner of the local Chateau Julien Winery) we decided that maybe we should sleep just a few hours!

Once again, Sunday morning at 6:50am we were in another line of traffic, this time on the 17-mile drive in Carmel on our way to the Pebble Beach Concours. They were geared up for a veritable onslaught, buses were shuttling people from cars all along the drive, by 11am, the traffic was back more than 17 miles of the scenic drive! Arriving early, we were able to see the placement of some of the historic cars on the grass. Imagine the early morning fog wisping in from the bay, dew on the carefully trimmed grass, the sun peeking through striated clouds and the throaty sound of classic cars taking

their place among the *crème de la crème*. We watched a period dressed couple swathed in raccoon coats arrive in a classic open topped '33 Hispano-Suiza. The Bentleys with varied coachbuilt bodies, the Minervas, Duesenbergs, the Rolls all were gorgeous, and the American classics were wonderful too. There were beautiful cars there that I could only admire in my ignorance, really, it was beyond what most people have ever seen in one place at one time.

By 9am, well coiffed and dressed (high heels and hats) couples were wandering the grounds, champagne flutes in hand, the sun was burning off the mist, and the soft cloths were buffing cars in a last minute polish. Zone 1 Concours perennial John Paterek was prepping his '52 America Roadster, and NCR member Jack Styles (for Paul Russell) was showing a 356 Carrera 2 Cabriolet for Bud and Thelma Lyons of Kensington, NH. The 356 class was placed in a premier spot on the grass right next to the water. Just beyond were the 50th Anniversary Porsches. The factory displayed several unusual cars, including the '89 Panamericana Cabriolet, green with purple trim and a zip off soft top, the GTI LeMans winning 911, the '22 Sascha racer, a '51 356 Aluminum Coupe and Peter Porsche's favorite model, an '88 graphite metallic 959 with the most gorgeous bodystyling, at over 200mph, not exactly street legal in the US.

Just before judging commenced I was peering into the engine compartment of 1964 911 belonging to Jerry Seinfeld when guess who should appear? (I confess to being a true tourist and getting out my camera.) Jerry was displaying two cars, with CA license plates "First" and "Last." The last air-cooled 993 C4S off the assembly line is in fact Riviera Blue (Judy's 993 Jelly Bean color, you can guess she was pleased at his good taste!). The "first" 911 is in our humble opinion probably not the actual first, but an early one of the first year, and this example is not actually original in all parts, but hey, Jerry is going to have to learn the hard way with the rest of the concours crowd! Oh, and I shouldn't forget to mention that Jay Leno was wandering the rows of classic cars too.

It was a fabulous experience, and I am so glad we were there for the early morning, one could imagine oneself back in a more romantic time. By 10:30, the hoi-polloi were swarming the grounds, and we decided to quaff our champagne and swim against the tide, having had the

continued on page 34 ...



Paul Frucci

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

Our "Heat of the Summer" event is in the books. Great weather, incident free, lots of new people trying DE for the first time, and a record number of track sampler rides given for the benefit of the Make a Wish Foundation: it doesn't get much better than that! As you read this, our "Spring is a Long Time Coming" final event of the season should just about be ready to take place at NHMS on October 13th and 14th. As I write this in early September, our instructed run groups are already sold out and white and black run groups are very full, so I hope you were able to get in!

I am always amazed at how fast the summer and the track season seems to blow by us every year and planning starts for the next season. This year is no different, except that we have been able to secure our 2009 dates at NHMS very early for a change, so please mark your 2009 calendars:

May 18th will be our opening event at NHMS and will be a Novice day and Car Control Clinic agenda. This will not be a traditional DE day but rather will be focused on introducing new drivers to the sport and car control skills. We will be jointly hosting this day with our friends at NER. Details have not yet been fully fleshed out beyond getting the dates and agreement with NER to run it jointly, but as we get into our planning and details are worked out I'll make sure they're available here in the *Northlander* and on the NCR web site.

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

August 14th, 15th, and 16th will be our annual "Heat of the Summer" event which will once again include an advanced drivers only day on the 14th, and our charity laps/activities on the 15th and on track dinner. The food service folks at NHMS told me we may even be able to have a REAL Pig Roast with a REAL pig cooking trackside all day. Cool!

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

In addition to our NHMS events, I will do my best to get our "Lime Rock Fun Day" back on the schedule for 2009. It will all be dependent on what LRP is making available to clubs for the new season. Given we lost our day this year due to the paving of the track, I'm hopeful we'll be treated well by them next season.

We will also be co-sponsoring events at Mont Tremblant, Calabogie, and Watkins Glen (at the very least) with NER and UCR in 2009 as we did this year, but it is way too early for details. Stay tuned!

In other news, I've been trying to get more details that can be shared on progress with the new Club Motorsports facility in Tamworth, but they have not been very forthcoming. What I have been told is that best case they may have one of the courses ready for late 2009 and full operation in 2010. All this of course is dependent on the resolution of the legal and political controversy with those opposed to the construction of the track that they've been wrestling with for the last five years or more. NHMS is also planning a new road course in Loudon. When I met with Bette French (Operations Manager for the track) to work out our 2009 dates she said they were in the process of bringing in track designers and were planning on being in operation by 2010. This is very exciting and as we get more info I'll be sure to pass it on.

As I wrap up for this month, an update on my search for a new track car: John Lussier and I just returned from looking at a couple of cars, one in Louisville, KY, and one in Chicago that had looked promising on the internet but ended up being disappointments in person and after PPI's, so the search goes on. I am learning that due diligence pays.

See you at the track and as always, I welcome your comments and feedback at: de@ncr-pca.org.

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Nominating Committee Announces Slate for 2009

By Judy Hendrickson, Chairperson, NCR Nominating Committee

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

Ivy Leonard — President

Jay Gratton — Vice President

Paul Tallo — Secretary

R. C. "Pete" Petersen — Treasurer

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

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

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

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

North Country Region Slate for 2009 Officers

For President

Ivy Leonard



Occupation:
Executive Assistant

Joined PCA: 2005

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

Previous NCR Service: Social Chair, Vice President 2007

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

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

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

Thank you very much for your encouragement and support.

For Vice President

Jay Gratton



Occupation:
Teacher-Merrimack High School, Merrimack, NH

Joined PCA: 1988

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

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

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

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

For Secretary

Paul Tallo



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

Joined PCA: 2003

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

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

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

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

For Treasurer

R. C. "Pete" Petersen



Occupation:
Retired Meat Wholesaler

Joined PCA: 1989

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

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

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

NCR Autocross #5 September 14, 2008



PORSCHE
OF NASHUA

Sponsored by Porsche of Nashua



by Joe Kraetsch,
NCR Autocross Chair

Autocross is a rain or shine sport but on this day, it was a rain *and* shine sport. We arrived at the Devens Airfield Sunday morning in a steady rain. The rain continued through course setup, the driver's meeting and into the first heat. It let up during the first heat and the course was still wet for the second heat. However, by midday, things had dried out nicely. In spite of the rain, we had 56 drivers including at least 10 first time novices.

I was more nervous about the timing equipment than the rain. At the last autocross, our timing equipment, which normally works exceptionally well, started generating spontaneous finish signals

resulting in a lot of reruns. Anyone who diagnoses electrical problems knows that intermittent faults are the most difficult to find. We had to give up timing the afternoon runs at that event and just do fun runs. However, we had valid times for everyone's morning runs so those times became the official Autocross #4 results. I never found a definite cause for the problems but I threw out our long finish cable that may have been driven over one too many times and fixed a couple questionable connections that could have contributed to the problems.

At any rate, once we got set up, Autocross #5 ran like clockwork so it seems I have eliminated the problem. The results were

interesting with morning runs in the wet and afternoon runs in the dry. Some drivers did well in the wet conditions but it was no surprise that every driver improved in the dry afternoon runs. Some improved more than others and there were a few lead changes in the afternoon. Since we count the best morning run and the best afternoon run, it came down to the best wet run and the best dry run.

John MacDonald (with help from Scruffy Lefebvre & Suzy Kelley), set up a fabulous course. It was both fun and challenging for drivers of all levels. Any course is challenging in the rain but most enjoyed it and they enjoyed it even more in the afternoon when it was dry.

We had a close race in P7 where Ollie Lucier had only a quarter second lead over Fred deNapoli after the morning session but he also won the afternoon session by a mere 0.12 seconds to take the class win. In SS, Chris Jacques had the morning lead, Mike Tosi won the afternoon session moving him from third to second but still fell nearly a second short of erasing Chris's morning lead. In P2, Lisa beat me in the afternoon session but she also could not erase my morning lead. P6 saw Bob Canter leading after the morning but Brian Lay moved from third in the morning to first for the day while George Skaubitis held onto second place. Brian's daughter, Joby, finished solidly in the middle of the Novice class. She had so much fun that I don't think she stopped grinning all day as she took more seconds off every run, finishing her last run 30 seconds quicker than her first!

Several of the Season Points Championships were not decided until this final event of the NCR Autocross season. Two of those classes, P6 & Improved, resulted in ties that had to be decided by the tie-breaking procedures. Congratulations to the 2008 class champions:

2008 NCR Autocross Class Champions:

Strict Stock	Steve Ross
Production 2	Joe Kraetsch
Production 3	Mark Schnoerr
Production 4	Jack Saunders
Production 5	Georges Rouhart
Production 6	Chris Ryan
Production 7	Ollie Lucier
Improved	Stephen "Scruffy" Lefebvre
Modified	Ron Mann



Rainy day pictures. Page 16 David Churcher; top of page 17 Matt Romanowski; bottom page 17 David Churcher

I would like to thank Porsche of Nashua for sponsoring this event. I want to thank my entire staff for making this a great autocross season for everyone. I want to thank Kevin Bobbitt and Neil Halbert for coming out to help with morning setup even though they could not stay. I want to specially thank Miriam Dunster for coming to help with registration, timing and anything else we needed help with all day even though she was not competing.

We are already planning our 2009 season. We have learned that we will have the use of the Devens airfield for another year but our dates have not been confirmed yet. If you have any suggestions for change or improvement to NCR Autocross, we would love to hear them.



NCR Autocross #5—September 14, 2008

sponsored by Porsche of Nashua

Strict Stock (PAX Indexed Class)				AM	PM	Total	PAX
1	S7	Chris Jacques	2001 Boxster	90.034	83.719	173.753	141.434
2	S6	Michael Tosi	1998 911carrera	93.397	83.551	176.948	142.266
3	S6	Dick Demaine	1988 911	92.552	86.828	179.380	144.221
4	S7	Steve Ross	2000 Boxster	95.932	84.666	180.598	147.006
5	S8	Apolinaras Sinkevicius	2007 Cayman S	95.353	85.742	181.095	149.222
6	S7	Ernest Grasso	2001 Boxster S	98.242	89.346	187.588	152.696
7	S8	Christopher Fahy	1999 911	98.974	88.463	187.437	154.448
Production 2							
1		Joe Kraetsch	1989 944	95.697	87.739	183.436	149.867
2		Lisa Roche	1989 944	96.234	87.670	183.904	150.249
Production 3							
1		Mark Schnoerr	1974 914	87.910	81.334	169.244	140.641
Production 4							
1		Jack A. Saunders	1990 944S2	112.942	105.490	218.432	181.735
Production 6							
1		Brian Lay	1986 911	92.439	84.371	176.810	147.105
2		George Skaubitis	1993 RS America	92.110	85.434	177.544	147.716
3		Robert Canter	1984 Carrera	91.058	87.786	178.844	148.798
4		Jeff Johnson	1987 911 Carrera	96.079	89.894	185.973	154.729
5		James Wogan	1988 911	98.904	89.418	188.322	156.683
6		Christine Skaubitis	1993 RS America	97.068	91.727	188.795	157.077
Production 7							
1		Oliver Lucier	1998 Boxster	90.069	83.729	173.798	146.337
2		Fred deNapoli	2007 Cayman	90.333	83.741	174.074	146.570
3		Christina Colburn	1998 Boxster	97.190	86.283	183.473	154.484
Production 9							
1		Susan Kelley	2007 997 C2S	97.043	86.969	184.012	158.618
Improved (PAX Indexed Class)							
1	I4	Jon Cowen	1987 944 Turbo	87.347	81.384	168.731	144.771
2	I5	Stephen Lefebvre	2007 GT3 RS	92.233	82.505	174.738	150.624
3	I4	Fred Cowen	1987 951	97.818	88.177	185.995	159.583
4	I4	Greg Fontaine	1975 911 Targa	111.287	97.900	209.187	179.482
Modified (PAX Indexed Class)							
1	M4	Ron Mann	1970 911	86.126	80.106	166.232	143.956
Novice Porsche (PAX Indexed Class)							
1	S8	Geoff Kronik	2007 Cayman S	98.841	89.213	188.054	154.956
2	P3	Laurence Day	1985 944s	96.549	90.516	187.065	155.451
3	P6	Derek Kenney	1991 911	98.314	91.735	190.049	158.120
4	S7	Jeff Altschuler	2000 Boxster	103.909	97.380	201.289	163.849
5	P6	Jobie Lay	86 911	106.708	95.281	201.989	168.054
6	S7	Barbara Jacques	2001 Boxster	111.985	107.156	219.141	178.380

7	P7	Robin Willcox	2007 Cayman	111.098	103.552	214.650	180.735
8	P8	James Greer	2001 911	DNF	98.367	DNF	-
9	P6	Chris Phloridis	1991 Carrera 2	DNF	98.304	DNF	-

Top Times Of Day	Time	Class	Driver
Raw time	166.232	M/M4	Ron Mann
PAX	140.641	P3	Mark Schnoerr

Autocross #4 results are on pages 28 and 36



Katie McGuinness takes in advice from Miguelangel. Katie's son, Ian, is an NCR member and she was there for his birthday!

Joby Lay all concentration here but later all smiles

Lisa ... always all smiles

Bright colors, Miata and Cayman, for a dull day

David Churcher photographs



GRAND PRIX OF MOSPORT

AUGUST 24, 2008

By
Jack Saunders

Porscheplatz – The Stage Where the Man/ Machine Drama Plays Out

And you can be right there, both vicariously and in action: at Mosport, 30 miles East of Toronto, Ontario, at the ALMS (American Le Mans Series) where Porsches battle Audis.

Step 1: Buy a Porscheplatz pass for \$100, drive your Porsche 500 miles to the Mosport Track at Bowmansville, Ontario. On Saturday, August 23, 2008, Practice and Qualification Day, drive into the track to the Porscheplatz VIP compound (where only Porsches can park – it's like a mini-concours) conveniently located at the end of the Mario Andretti Straightaway. You are then royally welcomed at the VIP Tent by Botho Von Bose's (Zone 1 Rep.) bevy of check-in ladies who register and inform you of the special events and schedule featuring meetings with Penske drivers and technical experts. But the icing on the cake is being allowed to turn a couple of laps driving the line (like a low-speed Driver's Ed) around the race track. Since the adrenaline rush from the track laps has made you hungry, you can partake in a delicious barbeque before the exciting

ALMS race on Sunday, Aug. 24.

Step 2: Take time to peruse your complementary "Official Program" (normally costs \$10) especially the "Events Schedule" so you can prioritize them against the special Porscheplatz events which may conflict. For example, I decided to miss the Driver's Autograph Session in the paddock area to perform my Tech Chair duty by attending Porscheplatz's Tech Presentations by Michelin and Mobil 1. Also refer to the "Spotter's Guide/ Driver Profiles" to help you spot and relate to the drivers, putting a human face on this powerful activity.

Step 3: Go to the paddock. You'll find your favorite Porsche Race Team like Penske and Dyson neatly tucked in beside competitors, like Audi, Acura and Ferrari. To make it harder to spy on each other, security is tight. Penske, for example, keeps a cover over the Porsche Spyder's rear air foil to obscure the aerodynamic design features that provide the critical down force to improve grip and traction. Also, new to me, are "dive planes" on the front of Le Mans Prototypes

(LMP) to provide down force on the front tires. In addition, by neat engineering, this air is directed under the car to the rear diffuser to create additional rear down force as well. By the way, the ALMS has 4 classes, with Audi in LMP1 and Porsche in LMP2 and in GT2, which run simultaneously making it very challenging for drivers who are lapping slower cars in traffic in tight corners. Unlike last year, when nimble Porsches regularly beat the faster Audis, we're now losing to Audi.

I also witnessed the intensity of activity in pre-race engine check-out of the cars – including computers and special instrumentation, in addition to detailed visual inspection of chassis and brakes, etc. Of course this attention to detail is vital to the survival of those highly engineered machines which are driven to their limits by drivers who are at and sometimes exceed their own limits.

Finally it was interesting to see many of the top drivers interacting with the car preparers, making last-minute



adjustments to optimize the fitting of the driver into the very tight, hot space in which he has to operate the car at its limit. Several teams had signs announcing their commitment to Green Racing including use of cellulose instead of corn to make ethanol. I'll expand on this action later.

Step 4 – Return to Porscheplatz VIP Area for refreshments and viewing the practice and qualifying of the LMP cars as well as official races in classes for smaller cars like Mazdas. For viewing, we have a VIP "grandstand" providing exciting views of cars through several turns. In addition, there is a large-screen TV with Speed Channel coverage in the tent. From our VIP grandstand vantage point, if you watch carefully a given driver lap after lap in practice you will notice him experimenting with different lines to find the optimum for this race and track conditions. Also, keep an ear tuned into the PA system announcers for continuous input on track happenings. That's why I put new batteries in my hearing aids before the big race.

Step 5 – Porscheplatz Featured Presentation and Events. One especially valued perk we get if we drive our Porsches to the track is the privilege of driving several laps around the circuit at enough speed to get an idea of how it feels to drive the "correct

line" which of course varies with the driver, car and track conditions. This helps you appreciate what the race car driver feels at about 200 mph on a crowded track.

Now we'll wind up this description of the Porscheplatz ALMS weekend program with highlights of the presentations:

1. Porsche AG Organization Change. The North American Portion of Porsche will be split into a Canadian section with its independent manager separate from the USA section. This of course drew cheers from the Canadian contingent which likes to be distinct from the USA. In fact the new manager, who worked both in the USA and in Canada, stated one of the reasons for the split is that there are clear differences in taste and societal attitudes that warrant a different marketing philosophy.

2. Michelin Tire Talk. Porsche still continues to partner with Michelin to develop special tires tailored for and sold on select new Porsche cars. I was disappointed in the answer I got to my question on which model would they recommend for a dual purpose highway and AX use. They candidly criticized their model, Pilot Sports Cup as being poor when cold and on wet roads and poor life (around 5000 highway miles). That reinforced my decision to choose Toyo Proxy Tires (at a lower price) for my future C-4.



Photograph of Jack with Prescott Kelly on page 20 was taken by Mark Saunders.

Photographs on page 21 by Jack Saunders

More MOSPORT stories and photographs on the following pages ...



Story and photographs on pages 22 an 23 from Olivier Koen.

Impressions of Mosport.

“Hey, I have an extra seat for the Mosport Grand Prix. Are you interested ?” Of course I was and not only for the cars. For a long time now, I tried to learn photography and race cars are definitely great subjects. When my friend Dave, who is also a great photographer, came with this offer, how could I have declined? At the same time, it was an opportunity to drive a 911 from New Hampshire to Ontario (I know, it may sound common for most of you but I never had this chance yet and am reduced to try to steal Dave’s keys when he takes a nap at the office...unfortunately, he’s a very sensitive sleeper!). Finally, after two weeks of intense suspense, the 911 still was in the operating room for open exhaust pipe surgery, so we did the trip in my “Porsche Focus” ... 12 hours one-way...it’s still painful!



Once on the track, we set up and check the artillery: long lenses, spare cards, full loaded batteries... everything was ready and we went looking for a good spot. During this search, I saw a guy with a similar camera to mine [Olympus] and the 70-300mm lens I was hesitating to buy for a while...after a few words exchanged, he asked me if I wanted to try his and shoot some test pictures. Well, do that where I come from and I can guarantee that you will never see your lens again but this was a hint of the global atmosphere: friendly with lots of cars and camera fans talking to others.



24 Northlander



October 2008



After a quick shower, the Porsche cup started with about twenty GT3 cars. Good warm-up for the apprentice photographer. Dave showed me how to put some motion in the pictures. It's easy to just set a high shutter speed which freezes everything but the car looks stopped. To get a tack-sharp car with a blurry background and moving wheels, you need to set a slow shutter speed and follow the car with your camera while taking the picture, which requires a little bit of practice. The result was a lot of fully blurred pictures but after a while it got better.

Just in time for the big race. A mix of LMP prototypes and GT cars racing on the same track at the same time. This leads to a big confusion for the non-trained audience! It reminds me of the 24 hours of Le Mans while I was in France. Same sound, same cars, same atmosphere but this time it is much easier to take pictures due to the absence of fences. The Audis were stunning but difficult to catch. Their diesel engine almost make no noise and I was surprised a couple of times. Porsche didn't win but one of their drivers had the courtesy to run out of gas just in front of us...let's say it was for the show and to give some nice close-up to the photographers! We will see next year if they can have some revenge.

Cheers,

Olivier



October 2008



25 Northlander

An interview with Jerry Dascoli of Meister Restorations

By
David Churcher



The last time I visited Meister Restoration there was a lot of snow on the ground and it was bitterly cold. On that visit I was there to talk to Reiner about the four cam engine and his 550 project. I made a date with Jerry to come back and talk body restorations after the snow had departed. I kept that appointment in the latter part of August. We were only a few words in to our conversation before Jerry reminded me it had been the winter before last that I had been there. Oops. A whole year had escaped. Time does fly. The older we get the faster it flies.

The added year to this project had not seen Jerry, or me, grow any older. We picked up the conversation where we left off about 18 months previous. As I recall at that time there was a two-year backlog of work waiting to be done. When we picked up the conversation there was a two-year backlog of work waiting to be done. Some things never change. And why? Because a lot of old Porsches are getting older and need restoration by the few people who are in that business. Those rare "barn finds" are getting less and less but there is no shortage of projects. Word of mouth advertising works and there is a huge collection of happy customers out there.

No one is unhappy with the work? Well, there is one unfortunate story. A gentleman with a restoration project was having a hard time with the engine rebuilders who seemed intent on draining every cent out of the project and not keeping all promises. The customer was very upset and reached the limit of his patience just as he was reviewing his bill with the body restoration. Unfortunately he decided to vent on the body restoration artist and went in to a diatribe. You know what happens when you dump all over

a considerate and talented person? He takes it for a bit, calls for attention, and if that fails he explodes in turn. Jerry suggested the man pick up his car at his earliest convenience. He could find it at the end of the driveway. There was a follow up phone call later when the customer had taken time to see how the work had been done and what quality had been put in to it. Apologies prevailed. He had realized not all restorations are created equal.

I used the word "artist" to describe Jerry. It is a fair use of the word. Artists do not only make pictures and statues. Rebuilding an old Porsche to its former glory is a work of art. It is also a work of considerable sweat. And sometimes frustration.

A rebuild and restoration begins with a sand blasting. The body is taken out in to the yard and turned on a fixture, something like a pig roast, so every nook and cranny can be blasted and all rust removed. Rust? Oh yes. Before the zinc coating with the 911 series rust was a fact of life. A restoration today includes a protective coating before the paint goes on. Jerry explained this is done quickly because rust can begin just in those few moments between the sand blasting in the field and return to the adjacent shop.

Once in the shop the real work begins. Chop, weld, bend, fill, sand, grind, sand, sand and sand. Some parts just rot away until there is not any structure left so surgery is necessary. Replacement pieces have to be formed and welded in with no overlap over the sheet metal. If you have an overlap there is another chance for rust to begin. Bend and form and make the shape correct, not a series of flats to later be filled with "plastic." Fill in the bumpy

bits and then begin to smooth it all out. Many hours go in to this phase and it is physically hard work. There is a portion called "finger work" (see photograph) wherein a small piece of abrasive cloth is folded and the fingers are used to press it in to places a tool will not go. Think pain. And, why is that car body on a vertically adjustable table? To avoid back pain.

It's a young man's job really. But young men are not going in to the trade. The restoration business probably has a defined life. The real tradesmen are fading away and taking their skills with them.

Jerry talked about the progress of the work as if he was a chef talking about prepping a meal. We have the prep stage followed by the initial paint stage and that followed by the final paint stage. "I am about ready to go and do some painting," he said. "Come over to the other shop and I'll show you a few beauties almost ready." The conversation turned to paint and the various issues it brings to restoration. The original paints are no longer made and some are banned because of their toxic contents. New formulae are made to match the original colors and this involves some tinkering and experimentation. Sample sheets are painted and left to dry before making a final decision. Subtle changes take place. Change the lighting and the changes make more subtle moves. It is partly subjective and requires a good "eye" for color. "Reds are the worst and whites are easy."

The other building is where the paint shop resides and where bodies waiting to be painted are stored. Three 356s were in various states of preparation and waiting their turn. One had two holes about two inches in diameter in the nose and looked conspicuous. "Ah, yes," said

Jerry. "The customer wanted to install some fancy driving lights. Not original equipment. I made Reiner cut those holes. I don't put holes in Porsches ... I get rid of holes." A little humor but I think he really meant it.

Sitting next to these cars being readied for paint is perhaps the very best advertisement for Jerry's work. It is Reiner's 356 Speedster. Just for the moment ignore the fuel injection conversion, the electronic ignition conversion and the satellite radio hiding under the dash. Just look at the bodywork and the paint job. Porsche would be proud. It is as good, or perhaps better, than the original car.

How did Jerry get in to this restoration business and how did he and Reiner form their partnership?

Many years ago they were both living near Boston and shared mutual friends. Jerry was in the collision repair business in those days. He left it and tried some other trades but came back to it. He also longed for a return to a country setting where he could have animals, snowmobile trails, and space to store his toys. One of the mutual friends was a fanatic for Land Rovers and had several in various states of repair, or, disrepair. The friend, unfortunately, was drowned in a canoe accident and suddenly Jerry had a collection of Land Rovers to deal with. He asked Reiner for his help in making at least one good Land Rover of the parts. Therein began the restoration business. And the return to the country? That too ... they bought property in Barnstead NH which was a working farm with chickens and horses. Jerry was happy, he had animals, trails, and space for toys.

What was originally the horse and chicken barn is now storage for several motorcycles. The collection includes a Buell and a Harley, a Norton and a touring bike which belongs to Jerry's wife. Next to the bikes is a big Jeep and a 1948 Jeep being restored. At the other end of the barn is Jerry's two favorite toys: a big red truck and a beautifully restored 1963 Porsche SC.

"Can't work on them and not own one." This one is a gem. It is restored with leather seats as good as the day they were in the showroom. It smells new. The carpets are perfect. But the hubcaps are missing. "Yes ... I wanted the California look so the hub caps are gone and there is no bumperettes (those dinky vertical bits)." Originally Jerry was not so fascinated by Porsches. He worked on anything that came along but the association with Reiner began to bring in Porsches and

October 2008



Work, work, work ... the body shown above has nearly 500 hours of weld and grind and smooth.

Finger work ... slow and painful.

Color samples "aging" to their correct shade.

David Churcher photographs.

he gained an appreciation for them. He said the Porsche is a remarkable piece of work. Young people look at restoring or repairing them and are lost. Nothing is "bolt on" ... it is formed. It takes an older man with appreciation to work on them.

Interesting stories and strange projects? Oh yes. Conversions of 914s for racing. A customer with a 914 found the 911s were passing him and concluded his aerodynamics were inferior. What to do? Have Jerry remove seven inches of the width at the front and five at the rear. The car still looked like a 914 but was a lot more streamlined. And lighter too ... only 1700 pounds.

There is no shortage of work to do and more is coming. But is it all work and no play? Not at all. If you go to visit on a sunny day in late August you might not find Jerry home. He will have taken the big red truck to a truck show. If you go on a day with fresh snow he will be out beyond the property and on the snowmobile trails that "go on forever up here." The Buell goes out too. Does the SC go out often? I did not ask but I will. That beauty needs to be seen at NCR concours shows.



The two best advertisements of Jerry's skills must be Reiner's Speedster and his own 911 SC. These two examples are as good or better than the day they left Porsche.





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NCR Autocross #4—August 10, 2008

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Strict Stock (PAX Indexed Class)

				Raw Time	PAX
1	S8	John T. Mac Donald	2007 997 C2S	82.356	67.861
2	S7	Steve Ross	2000 Boxster	87.852	71.511
3	S8	Teddy Geldmacher	2004 911	89.125	73.439
4	S7	Carol Hottenrott	2004 Boxster S	90.311	73.513
5	S6	Dick Demaine	1988 911	91.812	73.816
6	S2	Michael Moushon	1986 944	95.271	75.264
7	S8	Christopher Fahy	1999 911	91.452	75.356
8	S2	Miriam Dunster	1987 944	96.382	76.141
9	S8	Chris Geldmacher	2004 911	93.349	76.919
10	S2	Guile Wood	1983 944	97.531	77.049

Production 2

1		Devon Yablonski	1986 944	85.564	69.905
2		Joe Kraetsch	1988 924S	85.617	69.949
3		Lisa Roche	1988 924S	87.022	71.097
4		David Case	1987 944	87.056	71.124

Production 3

1		Chris Darminio	1976 914	85.916	71.396
2		Richard Towle	1976 914	87.280	72.529
3		Tom Tate	1976 914	87.420	72.646

Production 4

1		Neil Halbert	1990 944S2	87.013	72.394
2		David Beningson	1987 944T	89.518	74.479
3		Jack A. Saunders	1990 944S2	113.522	94.450

Production 5

1		Georges Rouhart	1993 968	85.336	70.999
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Production 6

1		George Skaubitis	1993 RS America	87.981	73.200
2		Chris Ryan	1984 911 Carrera	88.204	73.385
3		Chris Lovell	1986 911 Carrera	90.283	75.115
4		Robert Canter	1984 Carrera	90.377	75.193
5		Jeff Johnson	1987 911 Carrera	92.869	77.267
6		Christine Skaubitis	1993 RS America	100.154	83.328

Production 7

1		Oliver Lucier	1998 Boxster	83.700	70.475
2		Chris Jacques	2001 Boxster	84.413	71.075
3		Gregory Osche	2001 Boxster S	84.424	71.085

Production 8

1		Ted Shaw	1999 996 C2	86.876	74.018
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continued on page 36...

KEONA'S NEW YELLOW RACE CAR

By
Ivy Leonard



Yes ... it is true! A now 4 year old can convince you that a special car can mean a lot to them. I suppose just as much as us adults. Keona wants to be like her OMA I suppose.

She was very excited to get her new yellow racecar for her birthday. I guess the age of 4 is not too young to introduce to Porsche's or anything else that they show great interest in.

I suppose maybe her interest is because Oma loves Porsches so much. Things like this rub off for sure on the young hearts and minds.

Keona's first words shouted when she saw her new yellow car was: "Oh my God, I love it! I just love it." Expressing her excitement with her hands over her face!

Next she said, ... "Oma, my car is better than yours". I suppose I deserve that. Her car has neat lights and sounds. My Porsche makes sounds as well ... but not the kind you want them to make. Ha Ha

OK ... now for the best part! Keona's Papa said: "Keona do you like your 'Porsch'?" (you get the pronunciation there). Keona instantly said to her Papa: "Papa it is not Porsch ... it is Porsche!" Yes ... that comment showed me those little ears hear everything!

Well ... the evening had to come to an end of Keona racing around indoors at CPI with her new spiffy car. She looked at her Papa and said: "Papa now I have to get a truck." We said: "Oh ... since you have a car like Oma's you now need a truck that looks like Papa's?"

Keona said: "No, silly ... I need the truck to tow the car."

Yes ... you read that right! Even Oma... does not tow a car. LOL

Oh my God did we laugh! Where do they get this stuff?



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Editor

... continued from page 5

then a lap on their test track in a cheap compact car. Called a "star in a reasonably priced car" most are British celebrities but some you might recognize are Hugh Grant, Simon Cowell and Gordon Ramsey. Each celebrity's lap is timed and posted on a board (fastest time on top) in the *Top Gear* studio.

Another statistic board *Top Gear* keeps contains the lap times of most of the cars they review. From the cheapest compact car to the most powerful sports car money can buy they all get one timed lap that's stuck on this board. To be consistent *Top Gear* has a mysterious race car driver perform the laps. Called the Stig, no one knows who he is or what he looks like because he's only seen in a race suit and full helmet. But whoever he is, he's good! And he's the fastest driver on the *Top Gear* test track.

Top Gear is not just lively entertainment. It's interesting and educational without being boring. In the few episodes I've watched so far I've learned that most high end sports cars sacrifice comfort for performance, that generally convertible models don't perform as well as their hard top counterparts and that tire brands can affect a car's performance. Also, the three hosts usually have very different opinions about the same vehicle so they each explain the pros and cons. This certainly helps determine the overall quality of some of the vehicles I see every day or that I may have dreamt of owning one day.

So in a nutshell I love *Top Gear*! Finally a TV show I can't wait to watch every week and one that I highly recommend to all my petrol head friends.

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15 MINUTES OF FAME

MEMBERS SPOTLIGHT:

DAVID KARRICK

Editor's note: Back in the early 80s pop artist Andy Warhol coined the phrase that in the future everyone would get "15 minutes of fame." How prophetic that was! With a plethora of mass communications in the 21st century anyone can find a way to get their "15 minutes" by submitting a video to YouTube or setting up a web blog.

Your tireless Northlander editors want to give NCR members a shot at their "15 minutes of fame" by occasionally featuring one of you in our hallowed publication. You didn't need to be the class clown or a band geek or manage to stick 15 golf balls in your mouth on a bet. We're just looking for members who don't usually get to NCR functions but have faithfully renewed membership year after year because they like being in the club, getting the Northlander and enjoying their marque of choice: Porsche. So David and I are looking for some of you shy members that might like to tell the others a little bit about yourself. Nothing incriminating and definitely nothing vulgar. If you might like to be featured in the members spotlight please contact us at northlander@ncr-pca.org and we'll give you details.

Our first spotlight is on David Karrick. David submitted some Hemmings Concours d'Elegance photos which we used in the September issue. Here is David's "15 minutes of fame."

The Hemmings event was the Second Annual Hemmings Concours d'Elegance at Stratton Mountain, Vermont. The weekend started with a visit to Hemmings in Bennington, VT on Friday, July 18 where cars assembled and drove up to Stratton that afternoon. Saturday, July 19 was an open car show at Stratton and then an elegant dinner Saturday night for the

Concours participants. Concours was by invitation only on Sunday, July 20 starting at 9AM and ending about 3PM.

I just participated in the Concours on Sunday since I was visiting family in Williamstown, MA Friday and most of Saturday. I drove my Porsche from Warner, NH to Williamstown, MA on Friday and then up to Stratton Saturday afternoon on some fun little used curvy roads. I was a Concours participant because I e-mailed photos of my 1972 Targa to Hemmings when I heard that early 911s would be one of the featured makes. Much to my surprise my car, a daily summertime driver living on a gravel road, was invited to participate. Car was cleaner than it has ever been since I bought it in 1991 (I'm the second owner) and I put 300 miles on it that weekend. I didn't win anything at the Concours but it was fun and interesting to see how the other half in the world of car collecting lives. There were lots of "Trailer Queens" there, some of which were beautiful autos.

My 911 T Targa is my 3rd Porsche and my only collectible/antique car. Purchased it in Lynchburg, VA in June 1991 from the original owner. It then had about 58,000 miles on it, now has 101,000 miles. Original paint except where part of the right side was repainted prior to my ownership. Everything else is original except for new headliner and carpets which I installed. Has had the usual engine work and maintenance. Everything works including clock and Blaupunkt radio.

I was born in Washington DC and lived in the DC area until 1996 when I moved to Warner, NH. Worked for Dean Witter/Morgan Stanley for most of my brokerage career which started in 1967 and ended with my retirement from the West Lebanon, NH office in 2003. I am now one of Warner, NH's 3 Selectmen having been elected in March 2008 to a 3 year term. I'm married and have 3 grown

children and 3 grandsons. I bought my first Porsche in 1965 which was a new 356 C Coupe that I owned for 9 years. Second Porsche which I bought in 1981 was a 1960 356 B Roadster that I owned until 1986. I've been a Porsche Club member first in the DC area and now in NH since the 1970s. I lead a busy life so I haven't had much time for Club events. I like to drive my Porsche on sunny summer days, usually store it in my barn from late November to late April. Other than my work as Selectman I like to travel, work on keeping up my 50+ acres, bicycle, kayak, snowmobile and ski (mostly cross country but some downhill), help care for our 4 dogs and visit family. Have one daughter and her family in DC, other daughter and her family in Brunswick, ME, and my son in San Francisco. Just back from my niece's wedding in New York City. I might be more active with the club if there were more events close to Warner. Not really a photographer, just have a point and click Olympus Digital which I carry around.



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The Silverstone Club has posted dates for October open houses (<http://www.silverstoneclub.com/open-houses.html>), which be a good stop for club members who want to check out the storage and facilities.

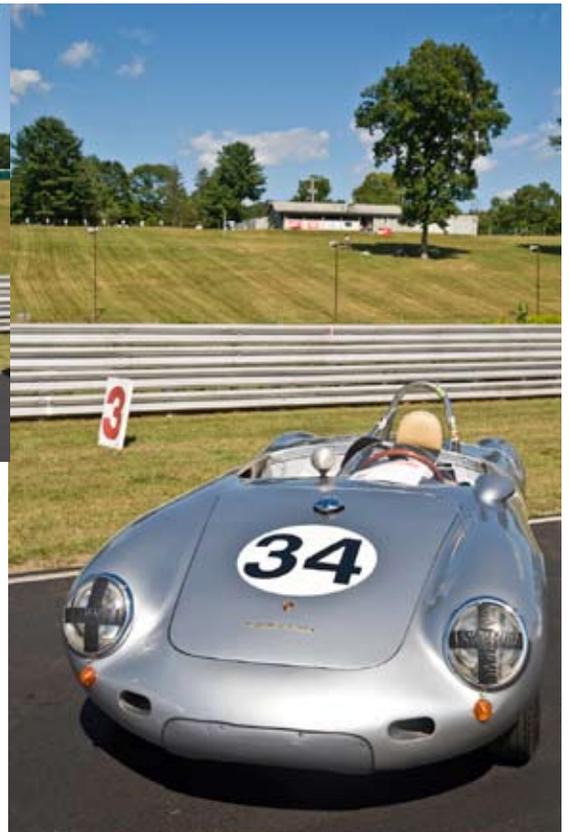
LIME ROCK PARK ROLEX VINTAGE FESTIVAL SUNDAY IN THE PARK, AUGUST 31, 2008

It was a day for not only Porschephiles. It was a day for car lovers. Jaguars, MGs, Corvettes, Ferraris, Formula Junior, Aston Martin, Lola, and Lotus ...

But more than just for car lovers ... it was a day for photographers. A day for old nostalgic photographers who pulled their Hasselblads and F4s out just for a day of nostalgia.

Sentimental photographs, page 33, by David Churcher





... continued from page 11

best portion of the day. We saw NCR members Don and Sandy Osbome, Dick Mnesinger, Jack Styles, Don and Sandi Johnson at the Concours, and later Frank Sapareto at the track. We met a number of NER members (early birds as well), also there for the weekend. For lack of time, we did not even get to the Blackhawk Museum display, or the Christie's Auction tent, could it be possible we had had too much of cars? Heading back to the track, Judy and I mused that we probably have seen literally billions of dollars worth of classic and famous vehicles during the weekend. But even more amazing is the history that these cars represent. Truly amazing stuff.

Afternoon racing was great, what we saw of it. Remember that working in the membership booth thing? Olaf Lang drove the 917/30 to victory in Race 5B Can-Am cars, where the finish duplicated the 1978 Can-Am Watkins Glen race top three places, very exciting! The '59-'63 Formula cars were fun, Lotus dominated. The last race of the day, FIA Prototype and GT Championship cars, had a great collection of 934's, 935's, 936's and RSR cars. They really had the crowd on their feet. By the end of the afternoon, we were totally satiated, what a great experience!

Monday morning, we joined the exodus from the Monterey peninsula, tired and happy. Our trip back to LA included touring in Monterey, Pacific Grove (seals basking on the rocks), Carmel, Ragged Point (great seafood salad, before our umbrella table overturned in the stiff breeze), and the Paso Robles wine country (would a trip to CA be complete without a — perhaps several — wine tour and tasting?) We did not have time for the 35-mile detour to the Cholame shrine to James Dean, where he died in his 550 Spyder (of course that was before my time, but Judy remembers!) By the time we arrived in LA, we had decided that:

Excellence was expected. And delivered. Thanks Porsche!



The one of a kind Porsche Panamericana left top at the Pebble Beach Concours. Photo by Ellen Beck.



Porsches from the Factory collection on the grass at Pebble Beach. The car on the right is 1951 Aluminum Coupe. Photo courtesy of Ellen Beck.



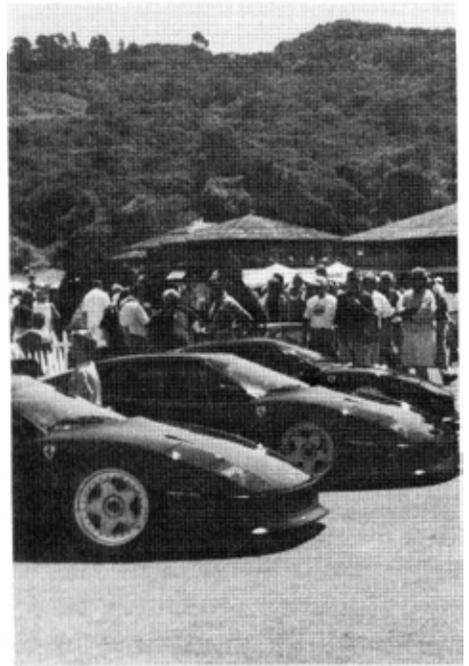
Jerry Seinfeld has good taste in cars. Here is Judy at the Pebble Beach Concours with the last 993 C4S off the assembly line, which Jerry ordered in Riviera Blue. NCR members know this color as "Jelly Bean Blue", the color of Judy's 993. Photo by Ellen Beck.



Judy Hendrickson with some of 914's in the parking corral at the Concours Italiano in Carmel, CA. Photo courtesy of Ellen Beck.



Brian Redman congratulates Ellen on her recent win at the Glen (just kidding!). Photo by Judy Hendrickson.



Ferrari F-40's at the Concours Italiano. Photo courtesy of Ellen Beck.

The photographs above are from the September/October 1999 issue of Northlander. In those days the process involved a "screen" which when scanned later produces a Moire fringe. That is a technical term which really means the quality is lost on the later reproduction. So, please, view them for their historic content and not their photo quality.



North Country Region's

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Sunday October 5, 2008

**Lake Shore Farm
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Social Time: Fun Time: For Everyone!!!!

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

Tour to arrive at Lake Shore Farm

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

IMPORTANT: RSVP to Social by Sept 22nd, 2008

social@ncr-pca.org

For more information visit...

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

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

President

... continued from page 4

Heads up: our Tech Chair, Jack Saunders is developing a schedule with a theme this year. Jack has proposed that we look at all opportunities to go green by looking for ways to reduce our club's carbon footprint on the environment. Look for the flyer in the mail with the details of the tech sessions and the guests he has lined up for the winter months.

Lastly I thought I would share a personal story with you all that I find humorous. As you have heard me write before I own a 20-year-old car that gets driven relatively well during the year, it is up in the range of 124,000 miles now. After returning from the national parade it didn't get driven for a few weeks, one day I decided to take it out to clean it up. When I started the car it just did not sound right, there was a pitch to it I had not heard before. Now I do not claim to be any expert on the sound of a Porsche engines but I do feel comfortable in saying that I am familiar with my 944 enough to know when something is not normal. So with some trepidation I continued on my venture to run some errands with the car. It was not a very long trip and when I returned home I sent an email to my trusty mechanic stating that the engine had this low whine which just did not sound right and I would make arrangements to drop it off to be looked at.

Now as fate would have it things started happening in my life that kept me from getting the car to the mechanic for a number of weeks, then it was time for the next autocross. I pondered not taking it to the event but decided at the last minute to keep an eye and ear out that day and drive it. Of course when I got there some of my fellow club members had heard my statement that the engine had a low whine to it and they asked if the root cause had been determined. It hadn't so they recommended that Edgar take a spin with me in the car on the runways and see if he could diagnose the issue. I stated that I doubt that would happen since I noticed that when it warmed up you couldn't hear it any longer. That was true that day as well. As it turned out I did not drive it more than the morning session and instead decided to sit it out for the afternoon one. I cannot explain why to anyone other than I was frustrated from all the computer issues that I had during my working run session and just wanted a break. As you all have heard that was not one of NCRs' best executed autocross events, the computer and lighting gremlins got the best of us.

Well it took a few more weeks before the car actually made it to the shop to be checked out. When I finally got it there I did get that look that is sometimes given to the female species when we define a problem by a sound. Especially when we cannot give any references like it's in the engine or transmission, right or left side

of the vehicle, etc. I know that a number of females in the club can relate to that look reference. The car stayed overnight and the next day the mechanic found my issue, albeit he was a little surprised that I could have heard it. It turned out to be timing belt bearings, three out of four of them. This will be strange to say but I was overjoyed to hear there really was a problem and the mechanics in the shop had to eat crow as the saying goes because I was right, something was wrong. It was really important to me that they found a "true" problem since I was getting a complex that I couldn't possibly know what would be the right or wrong sound of a 944 engine. The best part was when I went to pick it up they showed me the parts replaced and the sounds that the bearings were making was exactly what I had heard, the bad news is that once you fix one noise others start appearing especially when a number of the parts within this car are still original. So my new mantra is not one day at a time but one part at a time. Some day the engine will be back to my so called normal sound I just need to find the patience to get it there.

Time to sign off for now, have a great month; see you on the roads of New England!

Miriam

Autocross #4 results continued from page 28

Improved (PAX Indexed Class)

1	I6	Charles Stromeyer	1997 993 turbo	82.711	71.710
2	I5	Stephen Lefebvre	2007 GT3 RS	84.011	72.417
3	I5	Bill Caterino	2000 Boxster	87.309	75.260
4	I4	Fred Cowen	1987 951	91.076	78.143

Modified (PAX Indexed Class)

1	M3	Mark Skala	1970 914-6	80.876	69.796
2	M4	Ron Mann	1970 911	82.008	71.018
3	M3	Matthew Romanowski	1972 914	89.295	77.061
4	M3	Judy Hendrickson	1973 914-6	91.416	78.892

Novice Porsche (PAX Indexed Class)

1	S8	Susan Kelley	2007 997 C2S	90.925	74.922
2	S2	James Fenn	1986 944	102.286	80.805
3	P8	Craig Parker	2000 996	97.903	83.413
4	P6	Whit Haynes	1986 911 Carrera	101.567	84.503
5	I2	Andrew Fenn	1984 944	100.677	84.870
6	I2	Derek Perry	1984 944	109.765	92.531
7	P8	Lesia Shaw	1999 996	123.195	104.962

SALE *:** "Kingdragon Neck Support" - New - asking \$35 or B/O. Jack Saunders 603-536-4275 or saundoj@suchmail.com

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

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Fall Foliage Tour

Connecticut Valley Region has invited NCR members to participate in their Fall Foliage Tour on October 24-26.

Starting point is Ashworth by the Sea in Hampton Beach, NH with a leisurely drive to the Lakes Region and a luncheon cruise on Lake Winnepesaukee aboard the MS Mt Washington.

For details and application visit <http://cvrpca.org/tours/08-fall-tour.pdf>. The deadline to register for the Fall Foliage Tour is October 1.

There is nothing permanent except change.

-Heraclitus (540-475 BC)



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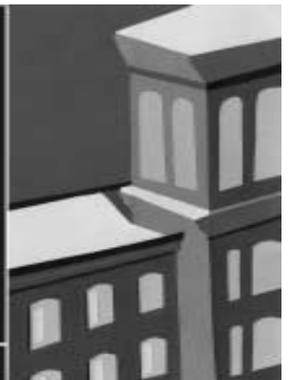


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We are happy to accept new advertisers part way through the year.

BTW



There is way too much of David Churcher's (moi) photographs in this magazine. We really need a few more people to provide material for us. So, please ... pull out that camera.

This month we have a photo essay from Olivier Koen. Olivier is here in the USA as a visitor from France to learn how we design and build machines in the USA. Just to be sure he understands us he is doing his MBA here. And he is learning photography too. He has learned so fast his essay bumped my photographs of the Mosport GP right off the page. :-)

But we do have our last page, the BTW page, where I can show my own favorite photograph from what was a spectacular weekend in Canada.

David

NEXT MONTH

- NEW 911 PORSCHE INTRO
- SHRIMP BOIL RALLY
- BIO FUEL
- RANDOM ACTS OF HARMONY
- DE AT NHMS
- THE BALSAMS WEEKEND

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