

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 33 Number 1

January 2010



IN THIS ISSUE:
PLANES, TRAINS AND AUTOMOBILES ... AGAIN
THE PORSCHE MUSEUM VISIT
TURKEY TROT RALLY
MY VACATION 2009



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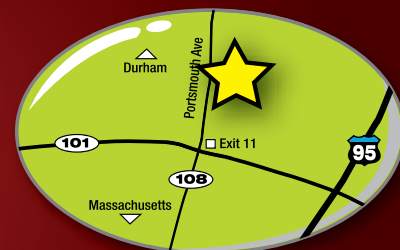


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Statement of Policy

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The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 46 for advertising rates.

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On the cover



Mike Amalfitano passed away in December. See page 37 of this issue for more information.

Photograph by David Churcher for the January 2009 issue of *Northlander*.

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January 2010
AT A GLANCE

January Board Meeting:

There will be a Board Meeting and it will be a real meeting; not a conference call.

Details TBA ... if not in Northlander please watch the Web Site for details.

Yankee Swap 2010

JOHNSON'S SEAFOOD & STEAK restaurant in Northwood, NH, January 16, 2010 at 1:00PM

for our traditional NCR Yankee Swap and lunch. Participate in the exchange by bringing a wrapped gift (\$25 minimum, please) -- this is a car club, of course, but use your imagination -- gifts do not necessarily need to be automotive-oriented. In past years some of the most traded (coveted?) gifts had very little relation to cars! We'll go over "the rules" before the mayhem starts, so don't feel threatened by not having attended a swap before. And if you'd rather just come for some lunch (ordered from the general menu) to observe how some of us NCRers bypass the winter doldrums, by all means, you're welcome, too.

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



Ivy Leonard

Hank headed off to find coffee, and returned forty-five minutes later without coffee ...

It was only a year ago that New Hampshire endured one of the worst ice storms in its history. How can we forget? Those considered fortunate were without power for 'just a few days,' but many were without electricity for much longer.

I was recently speaking with some of our NCR friends about this terrible storm. We reminisced about how Mother Nature can wreak such havoc on the lives of people, and cause such discomfort and suffering, such financial loss, and yet do it with what was often breathtaking beauty. With everything sheathed in a coating of ice it was as if the world had been crystallized overnight. Quite remarkable.

I won't soon forget that Friday morning, getting up after a sleepless night, listening to the branches break, the trees cracking, and what sounded like electrical surges. Finally out of bed, I stumbled around in quest of a flashlight and lighter to light some candles to be able to find my way about.

Of course initially there was no way of telling how long the inconvenience of no power would last. I got dressed, made a few calls on my cell phone and got picked up to head for work, since conditions everywhere far exceeded *Turboma's* roadworthiness. When I arrived at CPI all the emergency lights were on, and security alarms were ringing. We managed to get the office stabilized, though still dark, and I began making calls to employees to let them know that there was no power at the office. The plan was to call back when the power came on. Who knew?

Hank headed off to find coffee, and returned forty-five minutes later without coffee, but with reports of how widespread the storm's impact seemed to be. No place had power, and nothing was open. The ordeal – and it was an ordeal – had begun.

As all who shared in the loss of power

know, normal morning routines were anything but routine. The little things we so often take for granted, when no longer obtainable became really important in our lives. Nice hot shower in the morning? Cup of coffee? Catch up on what happened in the world overnight? Those of us on city water could at least pour a glass of water, but for most in New Hampshire, certainly those on well water and without generators, even that simple act was impossible.

But more importantly we discussed something that happened during that storm that many will remember for years to come as well. The storm forced people to do things the old fashioned way, and there certainly can be value in that. Families gathered around the fireplace or a wood stove, bundled up to stay warm, and actually talked. Not a sentence or two, but engaged in real conversation. Without X-Box, Nintendo or the Internet, families played Crazy 8's, Scrabble and Candyland. They actually did things together.

And outside of the family, friends and neighbors stepped up to check on each other and to see if help was needed. There was an attitude of 'if I have, and you need, we will share.' Fred stopped by to wrap some gifts and share some Holiday cheer. As it turned out I wrapped and he cheered, but it was fun and we shared some laughs. And Paul Tallo, as always, was texting to check up on me and assure that all was okay. Good friends, great friendships are often proven by difficult times.

So although the ice storm of 2008 was devastating and posed a huge challenge for so many, it did have a bright side. People became more human, and made the effort to invest time in each other. It's a good thing. Mother Nature sure works in mysterious ways.

Oh, generators are a good thing too!



David Churcher

What can be sentimental about a museum? It's just a collection of bits of material from the past ...

From time to time I am accused of repeating myself and telling the same story twice or more. This accusation is a bit like being accused of snoring ... one supposes it is true but one is never quite sure.

So at some risk but without hesitation I am going to say: once upon a time in a land far away I was told by my friend Bev Robinson to go on my world trip and come home within a year or I would never find "home" again. He was speaking from experience. As I began my second big move on this long journey my friend David Jacox said at dinner: now you will never have the whole gang around the table at one time.

Bev and David are both right but the compensation is to have been able to see so much and make so many friends around the world. And what is really wonderful is the experience of meeting up again with those friends and to travel again to places where great memories were made. In this issue of *Northlander* you will read an article written by our colleague Berthold Langer ... we shared a sentimental journey to Zuffenhausen to see the new Porsche Museum. It has created such an impression I simply must go again.

What can be sentimental about a museum? It's just a collection of bits of material from the past. But this is not the case with the Porsche Museum. In this case the museum has placed its bits of material in a near chronological order and one can walk by the first of Dr. Porsche's designs and his designs for Mercedes, Cisitalia, and on to the 550 and RSK, the 906, the 908, the 917, the four cam engine, the 917 engine, the TAG F1, the 911, the Cayenne and the Cayman, the Panamera and the LMP2 Spyder. In between there are a few lesser known projects like the 928 motor converted for a speed boat and the aircraft version of the Porsche engine.

The Porsche Museum presents a package of engineering wonders and when seen all in a day one is held in awe of the engineering talent of the Porsche family and the engineers they had join them. I had to ponder the efforts of Hans Mezger and Norbert Singer and wonder if we will ever again see engineers like them and a period in the sport again such as they had given us. I was unable to complete or conclude this thought. I was distracted by the Christophorus Restaurant.

The restaurant is first class, of course, and it does display two model Porsches at the bar. A 911 and a 904. Other than these two models there is no automotive theme. It is a restaurant for fine dining with excellent food, a wine list to die for (we drank Australian red, of course), and prices which are reasonable given the quality presented.

And just to repeat, and emphasize, I must say (again) the Porsche Museum is a monument and should have Wendelin Wiedeking's name on it. In these current challenging times of tight money and management changes such a project might never get by the bean counters. Herr Wiedeking was just in time ... we owe him a debt of gratitude.

As I write the concluding paragraphs to this editorial I am still reflecting on my recent trip and the photographs made over there. It was not all about the cars. I was able to visit with several friends, see some of the children now grown a few years older and meet one who wasn't even there on my last visit. I was also able to have a few beers with colleagues from Heidelberg Drucke. The pleasure of travel and meeting friends again is what I live for. "Home" is in a couple of places and it is true I can't get the whole gang at the table ... but I can get a few each time and that's worth living for.

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New Members:

Bud Clare
Penny Clare
Lee, NH – 2006 Carrera S

Elvira Aguila
Portsmouth, NH – 2008 Cayman S

Member Anniversaries:

1 Year:

Roger J. Mello
Roger Mello Jr.
Amherst, NH – 1999 Boxster

2 Years:

Ryan Marcouillier
Richard Marcouillier
Keene, NH – 1973 914

5 Years:

Larry Blahut
Sue Ellen Cuff
Dover, NH – 2005 Cayenne

Fred P. Reiner
Susan M. Reiner
Williston, VT – 1995 911

Peter R. Stevenson
Jennifer Stevenson
Peterborough, NH – 2000 Boxster S

10 Years:

Anthony M. Sanborn
Lauri Sanborn
Loudon, NH – 1990 911

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



Jay Gratton

THE ROLLING CHICANE

You are probably asking yourself, "what is the 24 Hours of Lemons and can I watch it on Speed Channel or ESPN?"

You know the old saying that when you are given lemons you make lemonade? That would certainly be the case here with the latest race team formed by some of North Country Region's finest. Mark Nadler, Judy Hendrickson, Matt Romanowski and I are looking to conquer the world this summer by winning a 24-hour endurance race. No, we are not looking to win Le Mans, Sebring or Daytona. We are looking to dominate more on a local level before we attempt to take on the big boys of endurance racing. On July 24th & 25th we will be traveling down to Stafford Springs Motor Speedway in Stafford Springs, Connecticut to compete in the 24 Hours of Lemons.

You are probably asking yourself, "what is the 24 Hours of Lemons and can I watch it on Speed Channel or ESPN?" While it certainly will not be on TV, it's definitely entertaining racing. The rules for this race are simple: you need to show up with a car worth no more than \$500 that is gutted and caged with a racing seat and belts. While the car can only be worth \$500, the safety devices are free. Even though we are racing jalopies, the organizers are very strict when it comes to safety. The roll cages are strictly inspected and must meet SCCA specs. Further, all the side and rear glass must be removed, along with radiator fluid as well. There are strict rules about contact and putting tires off the track. If you hit someone, someone hits you or you put a tire off, you are put in the penalty box for 30 minutes. If it happens again you are back in the box for another 30 minutes and if it happens a third time you are done for the day.

Half of the fun is finding the best car you can for \$500 or less. Most people show up with early Honda Civics, Dodge Neons, Volvo 240s, big American cars from the 80s, etc. This year we really hit the jackpot in my opinion! I wish I could say I found a

914 or a 951, but we weren't that lucky. Instead I found a 1997 VW GTI that a UNH college kid was desperate to sell. Being a big GTI fan this was the next best thing to finding a Porsche. I was also pleasantly surprised to find that the car was a strong runner. Of course we didn't tell the kid what we were doing with it, but I think we found a winner.

With the car now in hand we begin the "gutting" and parting out of our Lemon's machine. Within no time we had the interior out and the GTI seats sold. The roll cage was ordered and is ready to be installed by Merrimack High School's finest. This February the advanced welding class will be cutting the roof off the car and welding in the cage. Judy Hendrickson has donated a seat and belts to the cause. Mark Nadler will be "going through" it to prepare it for the beating that it will take while Matt Romanowski will be slinging wrenches by his side.

The goal is to have the GTI ready to go by May and have it compete in a shake down run at one of NCR's AX or DE events. While I don't see it being the fastest car out there, we want to see where we stand with the car so we don't get to Stafford and have it break during the first ten minutes of a two day event. Besides Lemons being an entertaining event, the winner takes home \$1,500 (in nickels of course). If you are looking for an entertaining read please check out the Lemon's website to get a better idea about the event at www.24hoursoflemons.com and if you want to come down and watch on the weekend of July 24th please feel free as we will need all of the support in the pits we can get. Hopefully team NCR will be drinking milk, I mean lemonade, in the victory circle.



Judy Hendrickson

LOOKING BACK

2010, the start of a new decade in this 21st century, let's take a rambling look back at the January issues of 1980, 1990 and 2000.

From January 1980, Volume 3, Number 1

NCR welcomed its second president and editor, Gary Tito and Barry & Flora Bush, respectively. Being second is a significant milestone, I think, because it meant that the region was continuing beyond its inaugural leadership. Michael Grishman and Jim Smith left big shoes to fill, but their successors did a fine job.

There was a grand total of \$1,034.11 in the treasury with a cautionary note that the bill for the banquet was still to be paid. A full-page ad back then was a mere \$150 for the year!

Members Debbie and Mark Tuller provided an interesting article about their adventures at Charlotte Motor Speedway for the 3rd Annual Porsche-Corvette Challenge – 100 Porsches versus 80 Corvettes.

Membership was at 58 with 23 from NH, 20 from Vermont (remember we were still NH and Vermont back then), 8 from Maine, 3 from Mass, 1 from Connecticut, 1 from Maryland (that would have been Doug and I), 1 from SC (the Tullers mentioned above – maybe winter time residents?) and 1 from ND (that would be the Manseaus – Mitch being our past treasurer and like us, reassigned elsewhere by the USAF).

One of the new members just joined in late 1979 was Mike Amalfitano. If you've been in the club awhile you may have gotten to visit his fabulous collection of racing Porsches near Laconia.

From January/February 1990, Volume 13, Number 1

Forrest Sewall began his presidency and Don Osborne was the *Northlander* editor. Forrest would later succumb to a brain aneurism bringing to fore the first of many great lady Presidents to serve NCR (Phyllis Stibler). The first half of the year's calendar

consisted of a concours prep session, Chalk Talk and Novice Rally and two other rallies along with promotion of track events at Lime Rock, Bridgehampton and Mosport hosted by other regions (NCR was not yet in the hosting of DE events but we were developing a dedicated core track group that would in the future begin our journey in hosting these events.)

While I'm not sure what the membership total was at that time, of the 13 NCR members who had been members of PCA for 15 years or more, 5 are still members of NCR (Broadheads, myself, Michael Grishman – our founder, Mark and Hannah Curtin and Dan and Jean Witmer) and at least one other is still in PCA, just no longer in our region (Tim Bent, designer of our logo – do you recognize that the stylized "road" is NCR). I asked our membership chairs (outgoing and incoming) for some help in identifying the 25 and 35 year members onboard now. The numbers are pretty impressive, although maybe its just another sign of the graying of PCA - ☺. We have 27 members with at least 25 or more years of membership in PCA with 11 of those having 35 or more years membership in PCA. I apologize to any affiliate members, but the printout I got did not include affiliate names. Congratulations to all and thank you for your loyalty.

The members with 35 or more years of membership in PCA in descending order of seniority with their years of membership in () are:

- Edgar Broadhead (51)
- Dick Kruppa (43)
- Jon Grosjean (42)
- David France (42)
- Leigh Kelk (41)
- Michael Grishman (41)
- Don Johnson (40)
- Don Scheuerle (37)
- Peter Dallas (37)

continued on page 35 ...

We see a few of these folks out at events on a regular basis, but how about the rest of you coming out to a tour/social/rally event this year? We'd love to get to know you better ...



Mark Watson

Please note that NER will be offering a Ground School in February...

I hope everyone had a great holiday and is looking forward to a fantastic 2010. This is my first column as DE Chair and I am very excited to be starting my tenure in this position. The DE Team remains committed to bringing you a program that runs smoothly, provides educational opportunities, is conducted in a safe manner and is fun for all participants. This is the foundation that Paul Frucci established during his time as DE Chair. Next time you see Paul, let him know how much you appreciate his efforts.

We continue to plan out the '10 DE season by securing track dates at NHMS and Limerock, drafting a budget for the board for review and working with our NER colleagues to coordinate activities. Dennis Macchio has agreed to attend our May 8th and 9th DE event at NHMS. Dennis is the owner and CEO of Bertil-Roos Racing School and has compiled impressive credentials in various racing series. In addition to run group lectures, Dennis will be available for one on one coaching. More information on these private sessions will be available as we approach the May event.

Please note that NER will be offering a Ground School in February. I attended NER's Ground School when I first joined the PCA. It was a great session and really set the stage for the upcoming DE season. If you or someone you know is interested in finding out what high performance driving is about, look at the information in this month's *Northlander* or on the NCR website. The word from Steve Artick is register early.....

I don't know about you but I am already suffering from track withdrawal. I received the following e-mail from Doug McIninch just the other day:

I been thinking.....

No Snow—

RSA's at speed—

Sneaking into 5th gear at the top of the S's @ WGI—

Getting the S's just right at LCMT (one time out of 100)—

LRP's little straight just before the left hander—

Getting to full power as the Oak Tree flashes past at VIR—

Following Mark's nice line through turns 2 – 4 at NJMP

What are you thinking about?

Cheers, and enjoy the day dreaming

Thanks Doug!

That's it for now. Stay safe and warm and as always feel free to contact me at de@ncr-pca.org with any questions, comments or suggestions.

See you at the track!

My Vacation 2009

James Alton II



Monterey Historic 7-day Weekend

My Vacation Monday:

I drove Molotov from LA to Monterey. It's quite a journey: Los Angeles traffic to the climb over the Grapevine. It's so barren it makes me think of driving on the moon. It was also hot and Molotov's oil temperature got near the upper peg just before the downhill to the milky, horizonless central valley.

Westbound on Rt.46 there's a land of oil field cricket pumps like a sci-fi movie along James Dean's last ride. With just our two cars in sight someone drifted across the centerline. I wonder if he was

descended from Donald Turnipseed.

Molotov had seemed unwilling to rev well above 3,000 -- maybe a sticky distributor advance. Or, maybe I was just asking too much while climbing hill. But I tried to pass a motor home on Rt.1 with oncoming traffic in sight and Molotov rose to the occasion, charging up to redline. Maybe it has a sense of self-preservation. It's clearly labeled "PORSCHE" front and rear.

My Vacation Tuesday:

The Carmel-by-the-Sea Concours on the Avenue is on Ocean Avenue, right where the Tour d'Élégance stops for lunch on Thursday.

They didn't allow the entrants (who paid

\$250 per car) in until about 9am then led them individually around behind golf carts so it took a while to get started. There was a big Porsche turnout with separate sections for different versions of 356s, the 914s (all sixes) and 911s. There was an early Jaguar E-type sitting in a pile of kitty litter. Its Porsche-collecting owner told me it had overheated because of the placement delays and dumped coolant, not oil.

The American cars from the '50s made an impression on me. There was a huge, hemi-powered Chrysler 300B, a pink Lincoln with the Batmobile headlights, a lavender Dodge *la Femme*, and a politically incorrect Cadillac El Dorado Brougham. Costing more than a Rolls Royce when new, the Caddy came with



suicide doors, and a glove box featuring a built-in cigarette pack compartment and magnetized shot glasses so your drinks wouldn't spill while driving.

On a more whimsical note, a genuine Good Humor truck won an award. It had been displayed near a Crosley Hot Shot (one of *Time* magazines' 50 worst cars of all time), complete with Crosley radio, naturally.

The Concours on the Avenue had scoring problems like many concours do. Come 5pm or so there was a building consensus that it was time to go home.

My Vacation Wednesday:

A couple SGVR members, John Barrone, Robert & Susan Friedman, and I decided to drive up to the Canepa Designs open house in Scott's Valley, in the hills on the north side of Monterey Bay.

Canepa is a very impressive place. There's a first-floor showroom, a second-floor museum and a huge, antiseptically clean shop. The Porsche 917 was being sealed into its trailer as we arrived so we had to wait until the races to see it.

Canepa Designs Showroom

Even aside from the incredible cars, the showroom décor puts most luxury car dealers to shame. What I can recall were both gullwing and roadster 300SLs waiting for a new home and a Penske-Sunoco Camaro racecar that interested Friedman, but he couldn't handle the million dollars plus of provenance. Canepa takes seismic strapping seriously: motorcycles were held vertically by massive adjustable Heim joints.

Canepa Designs Shop

The shop had about a 40-foot ceiling, and a bunch of spectacular cars, including two more 300SLs, a mix of rare Porsches and some Jaguars. They also had a few big SUVs. Our guide stressed that painting and paint prep were done in separate areas to keep those paint jobs absolutely dust free.

While there a classic car insurer called me about quoting for some of my cars, but I couldn't carry on a conversation over the sound of a Porsche 962.

Canepa Designs Museum

Our last stop was the second-floor museum. The décor's a little plainer than the showroom, but the cars are the stars. There's a Ford roadster that set some records in its long career on the Bonneville Salt Flats, restored to its original flathead

V-8 power. While there we met Bruce Canepa, and somebody took a picture.

Pebble Beach Motoring Classic

The Pebble Beach Motoring Classic arrived at Canepa as we were getting ready to leave. Thirty cars “worthy” of the Pebble Beach Concours d’Élégance (many are—or were—entrants) drove from Seattle to Monterey. They must have been the planned lunch guests at the museum

My Vacation Thursday:

Santa Cruz Fire

There’s something about San Gabriel Valley Region’s Vice President and fires. He missed the lecture in architecture school about not parking in burning buildings and two of his Porsches were damaged by a shop fire a couple weeks before the Historics. The “Lockheed” wildfire broke out near Santa Cruz after our trip to Canepa Designs and my car cover was covered with dew and ashes. There would be ash on many of the cars in the Pebble Beach Tour d’Élégance.

Panamera

With Molotov cleaned up I headed for Quail Lodge in Carmel Valley to see the Porsche Panamera preview. Porsche Cars of North America had built a pavilion, complete with Quail Lodge hospitality. Those of us who had signed up early enough were assured a test drive with three PCA members per Panamera. It didn’t work out that way. Friedman and I had to go alone in separate Panameras—maybe PCNA feared we would be bad influences on more likely buyers.

The Porsche representatives were very proud of the fact that while the Panamera is lower and wider than its competition, it doesn’t feel wide at all. If you’ve been driving a 356A for the past couple days, nothing else will feel small, but I actually had to remind myself that the Panamera might need a little extra room. What I noticed was the ride—even in sport mode—was much smoother than my sport suspension equipped Audi A4.

Passing on a two-lane road was very different from the 356A: instead of worrying if the distributor advance would let the engine rev freely, I was more concerned about damaging the cars I rushed past. I braked from the speed limit plus quite a bit for a turn marked 45, and realized I probably didn’t have to slow down at all.

The Panamera’s better looking in person than in pictures. Like most Porsches, the styling looks like it will be handsome

forever rather than the beauty of the moment.

Tour d’Élégance

The next Thursday event was the Pebble Beach Tour d’Élégance lunch stop in Carmel. I drove inland through Carmel Valley then the really scenic route over the hill to Laguna Seca to get my PCA packet before heading to Carmel-by-the-Sea.

Being absolutely free makes it one of the best values of the Historics. I parked in the exact spot I used for the Concours on the Avenue then walked the few blocks to Ocean Avenue.

I can’t generate the words to do this event justice. Some of the greatest classic cars in the world enter the Pebble Beach Concours d’Élégance, and many of them drive the Tour d’Élégance. They stop in Carmel for lunch and all you have to do is go to Ocean Avenue to get a really close look. There is some security but people respect the cars and I didn’t see the volunteer guards do a thing.

Russo & Steele

Thanks to an e-mailed discount offer I was a registered bidder at Russo and Steele. Their welcome party was Thursday evening, in the garage with many of the cars.

A live band, an open bar, a buffet and some nice cars: there’s value. Many cars had their consigners with them, trying to validate a potentially high price. A dark green Porsche 356 split-windshield coupé built in late 1951 was particularly well represented, with bound handouts, its owner and its restorer to answer any questions.

I also spotted a pretty fish silver Porsche 356 I had judged at a Santa Barbara Concours d’Élégance. Fish silver is better than it sounds: it’s a light silver-blue.

In talking to one seller, I asked why he picked Russo and Steele. It seems that he previously tried to sell a very expensive car with a different auction house. Bidding was well over \$300k and getting near the reserve. In discussion with the auctioneers he learned that they had “entered some bids on his behalf.” The last real bid had been under \$200k. Needless to say, that was a no sale.

The cars on the ground floor all looked nice, I couldn’t spot any fright-pigs, but the parking structure was pretty dark. I could have used a flashlight to good effect.

My Vacation Friday:

Concorso Italiano

Concorso Italiano is not like other Concours—it’s part Concours d’Élégance, part car show and part circus. *Sports Car Market* publisher Keith Martin was this year’s MC. They have grandstands and cars drive between to have their owners interviewed by Keith, not to mention musical performances and a fashion show (which I didn’t attend). The grounds (at Laguna Seca Golf Ranch, down the street from the race track) were lined with vendors’ tents, some car related and some less so.

They took the Concours d’Élégance part fairly seriously and awarded prizes to the top three cars of each marque, followed by best-in-show. The overall winner struck me as unusual, but not unjustified: it was a big, dark blue Maserati Mexico four seat coupe. It was in fabulous condition, but far, far less flamboyant than most of the Lamborghinis and Ferraris.

Monterey Bay Welcome Party at Carmel Mission

Monterey Bay Region organized a welcome party at the very historic Mission San Carlos Borromeo del Rio Carmelo. I understand the very first “event” hosted at the mission was the 50th birthday welcome party at the Historics back in 1998. This year the courtyard had food stations and a new Panamera. The food was great, but some late arrivals got less than they wanted.

I was able to take a guided tour of the mission and basilica. “Basilica” by the way, is a title conferred by the Pope upon historically and architecturally significant churches. The architecture is impressive, with a high catenary ceiling and copious artwork. It turns out that Father Junipero Serra originally had a mission in Monterey, but found the troops at the Presidio too unwholesome for his Native American flock.

My Vacation Saturday:

Monterey Historic Races

Saturday morning I finally got to Laguna Seca and the Porsche corral. It took a while to get squared away in the corral and in short time we were lined up for lunch. It seemed like the day was slipping away.

Somewhere along the line I did manage to hike over to the paddock. Everybody’s

continued on page 28 ...



Planes, Trains and Automobiles

... again

The Porsche Museum Visit Berthold Langer & David Churcher



The Porsche Museum has been calling to me for over a year. It was just a matter of time before I would justify a trip. It has happened and the details of the adventure will be in the following text written by Berthold. But I must get a few lines in here too just to share my experience and enthusiasm.

Getting started ... these were my starting outline words for this trip report. But getting started isn't always easy and it proves again that life has its own way of working out.



The museum is not just a museum. It is a monument. It is all things Porsche has built as an image and style... design, style, class, quality, beauty, functionality.

As I am now living in Germany, I could have taken this trip to the Porsche Museum many a times, but the sights one lives closest to, one thinks of last or only when given special reason to. With this trip it was no different.

Not just the cars have been calling to me. It is not all about the cars. It is the architecture and, of course, the restaurant. It is not just a Porsche item either ... this is Wendelin Wiedeking's statement and his name should be on the building.

Recently David Churcher wrote to say he had on short notice (see intro) decided to visit Germany and one of his life time goals was to visit the Porsche Museum ... and mix it up with trips to see friends and enjoy times of the past. So only then I thought, okay Berthold, if not now, then when?

My trip was another (!) sentimental journey to visit friends and colleagues in Germany and in Heidelberg. The drive to Zuffenhausen and the museum visit was a blast I shared with Berthold and he will relate that adventure in the next paragraphs.

So I replied to David and told him that I would join him on the trip. It would be fun, as we only catch up irregularly when I visit New Hampshire. Little did I know how much our two lives resemble the same themes and experiences?



David

And so we decided to catch up here at one of David's friends in Offenbach. Offenbach is about 45 minutes south of Gruenberg, my hometown, and 15 minutes east of Frankfurt. The plan was that I would pick him up Friday afternoon, we would have dinner in Gruenberg, and then leave for Stuttgart Zuffenhausen Saturday morning. At least that was the plan. Then as the day drew closer, I thought: why not book a second over-night and go down on Friday, without stress, head to the museum Saturday morning. Thought and done!

Friday came, I had packed my small roll-on suitcase the night before, and after work I packed the car and off I go. Stop! I need to drop off some things at mom's before I go, so back in the house I go and get what is needed. I pack the needed stuff in the car: camera, water for the road, tripod, etc and I am on the road...500 meters, to mom's house. Unloading, good-byes, as

Photograph on page 16
by David Churcher



Panorama photographs on pages 18 and 19 by David Churcher with a little Photoshop help.

you know moms always worry, even if one goes two towns away. So now, finally, off to Offenbach.

The trip is uneventful, I meet David and his friend Gudrun and her partner, Peter ... an hour late, because I forgot what Friday afternoon traffic around Frankfurt is all about. We drink a nice coffee and then David says his good-byes and we are off to fulfill a dream, breathe Porsche history and experience the brand close-up. By now you are probably thinking: thank goodness, he is finally getting to the subject.

We are on the A3 Autobahn, about 1.5 km from the main Autobahn crossing south of Frankfurt and Berthold thinks, while driving along at 100 mph, David's suitcase fit very nicely into the trunk, hmmm, either I have a big trunk or I have forgotten something. So I ask: "David, was there a small green roll-on in the trunk when I we put your suitcase in?" David replied: "No, Berthold. I only saw a box with a coat, a camera and a tripod. I thought you were traveling a bit light for a two over-night trip." Yikes, I think, and now we are 800 meters from a decision spot. To go on or not to go on, that was the question. So we decided to go back to Gruenberg, which is what I wanted to avoid. And this is where fate takes over and life follows its own course.

We barely make the exit to the A5 North, which just proves that when going 160 kph decision making has to be quick or

one may miss the exit. Hey, we made the exit that is all that counted, right? No! I take the 2 lane exit from the A3 onto the A5, boy I like ramps, as I am close to the middle of the ramp I see a little cone, you know the one I mean, sitting at the side of the road. Oh, did I say this was now at about 5:30 PM and it is pitch-dark? Not for long though, because no sooner had I told that there might be an accident ahead, a bright flash hit us from the front. No accident, speed control, yikes, what was the speed limit on this ramp. No idea, so at some later date I will have to let you

know if I have to walk for 30 days or if a fine sufficed.

By now you are probably thinking, as we did, will we make it to Stuttgart? Will we actually get to see these great cars? David probably thought, maybe it would have been better to take the train. :-). I can say that the story from here on will speed up a bit, because as I am writing this I remember that David said something about 1000 words and I am already at about 800 without having made it to Zuffenhausen.

The rest of the trip that night was then uneventful. We drove to Gruenberg, picked up my roll-on, which luckily still sat in front of my front door, had a nice dinner at the Sportschule Restaurant, which is where German and foreign soccer teams train throughout the year, and then we were finally off to the place of our dreams.

It was 11:30pm when we arrived, checked in, and had a beer before bedtime, so we thought. I asked the waiter at the bar how long he is open, just to get the standard answer, "Until the last guest goes." David found a good wine and I enjoyed a beer or two ... bedtime soon. We got to talk, as they say, and then times flies. We found that our lives and experiences are very similar and so one story chased the next, and then it was 2:30am. We were not the last ones though.

A short 5 hours of sleep, breakfast and now we finally are at the museum. WOW,



The suitcase which caused so much excitement waits at Berthold's door for his return.



is probably the first impression. What a building! A little out of place in the area, but clearly a sight to see and as much a place of history as one of future, and hopefully a bright future.

I will not dwell on all the things that David already said, I totally agree with him and recently you got to read from Nancy and Ed's experience at the museum too. So, suffice is to say: if you have a chance to see it, then go do it ... without question it is a place of great cars, style, and a feeling of belonging for any and all Porsche fans.

We took over 300 photos each, sadly you can only enjoy a few here, but if you like we can make some more available on the NCR website. As David already wrote earlier, every time we came by the Porsche Turbo exhibit (the restaurant has a glass wall to the exhibit area), we envisioned our dinner being the perfect end to a perfect day with and amongst friends and the greatest cars ever built. And so at 5:30 we were at the entrance of the Christophorus and ready to sit and enjoy what became a great meal. David is so right when he asked what can be sentimental about a museum. In my case it was the fact that I have been a Porsche fan long before I could afford one. My first one was a used '72 911T, which I bought at 19 ½ (this btw is a whole story in itself) and then to spend time with a friend who understands what it means to have no home, but at the same time many homes around the world. It was a

great time and something to remember for many years to come.

I will stop here, we most certainly had a few more drinks after getting to the hotel and left for Ingelheim am Rhein the next morning after breakfast. You may have thought this trip was all about going to a museum. It was that and so much more. Thank you, David!

Btw, the only thing, which could have made this trip even better, was taking it as Nancy and Ed did, in a Porsche. Oh well, there will be a next time, I am sure. And anyone of you is very welcome to take me along as a tour guide. Auf Wiedersehen in Deutschland!

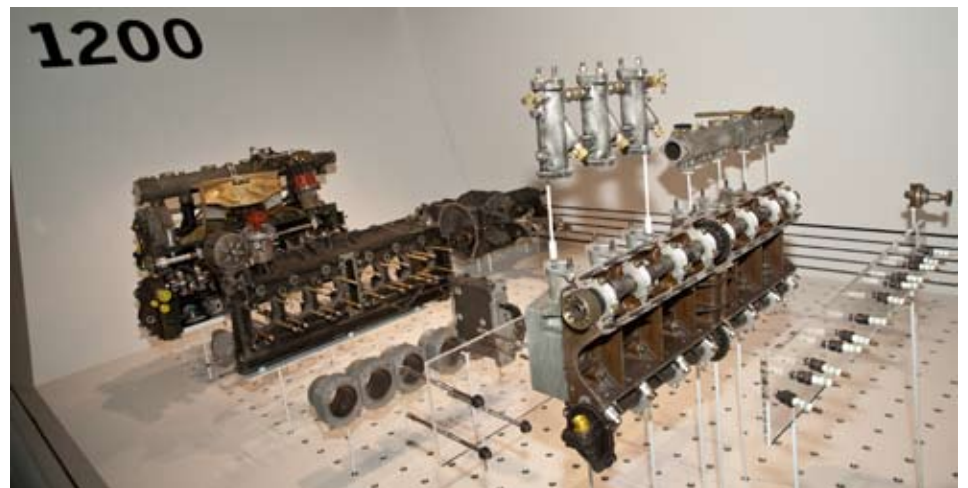


Above: The 4 cam Porsche engine, an overwhelmed photographer, and a 911 in Ivy's favorite color.
Photographs by Berthold Langer.



Above: The GT1, older 911s, and the Le Mans winning 917.

Photographs by Berthold Langer.



Clockwise from top left:

At the top of the stair case the first exhibit is placed to grab your attention while immediately behind it is an array of racing Porsches to distract you.

Photographers are everywhere, everyone in the museum is there with a purpose.

The 917 engine, exploded for viewing. The 1200 refers to the horsepower extracted from the 917 turbo.

Berthold frames a shot of 911s.

And the body shell of a 908 hangs suspended .. the 130 refers to its weight in Kg.



From the top:

Berthold reads the story of the prototype Boxster. The car is beautiful and one wonders why they did not produce it just like it is here.

The Christophorus Restaurant. Berthold receives the menu and wine list while David took his last photographs for a memorable day.

Dinner is served.

Photographs on pages 22 and 23 by David Churcher



A German police car ... a Porsche 911
Photograph by Berthold Langer at the
Porsche Museum.



LMK 917-022 Replica of the Porsche 917 Ships To Austria

David Churcher



Kraftwerkz in Australia has just completed the 22nd construction of their replica Porsche 917. Anthony describes this edition to be their first "street version" ... ie: it is built to be legal and a little more comfortable. An Australian built commuter car for a lucky owner in Austria.

Photographs by Kraftwerkz.



My Vacation 2009 ...continued from page 15

admission includes paddock access—you just have to find the time. While getting close up looks at some historic races I heard sirens and saw a flatbed head out to rescue somebody. It turned out I was standing at the paddock space for a wounded 356: it came coasting in covered by a tarp, it's right side sustaining some pretty obvious damage.

I never found out where the tarp came from or what it achieved. Surely the car wasn't racing with a tarp as emergency equipment. I suppose it gave the driver the feeling he was a little more anonymous and maybe he felt less embarrassed. Historic racers are expected not to crash. Somebody said another 356 was involved, but I never heard more details.

After lunch I carried my camera over the hill and shot pictures of two classes with 356s and Porsche Spyders running through the corkscrew. The corkscrew is heavily photographed and tends to have a few spins. It hasn't been too intimidating when I've driven through it at parade lap speed but you can't see the track ahead until you drive over the edge. Drivers ed teaches drivers to aim for one of the trees. At racing speed it has to be intimidating to thunder over the edge of the hill just hoping that nobody's stopped below.

I watched the last two groups from the grandstands at the start-finish line to get a good look at the 917s and 908s followed by the 959s and 962s. The long straight was a little short on racing action but it was great to see those legendary cars fly by. Driving a 908/3 built for twisty courses like the Targa Florio, Brian Redmond bested the 917s and the other marques.

Russo & Steele

This was the second and last day of the Russo and Steele auction and the dark green split-windshield '51/'52 Porsche 356 coupé crossed the block. That was an exciting auction; bidding slowed, then picked up. The 356 was finally hammered down at \$100K. Following the auction Russo and Steele highlighted its sale for a record price of \$110K (with the 10% buyers premium).

My Vacation Sunday:

Pebble Beach Concours d'Élégance

My arm got twisted and I was forced to attend the Pebble Beach Concours d'Élégance...the price was right. The Pebble Beach Concours website says

spectators are admitted at 10am. I decided to go earlier, but still well after the cars would have driven onto the 18th hole at dawn. I drove south a little ways on Rt.1 and started following signs, then followed more signs. Eventually, I was in "Shoreline 2," an elementary school's playground—all the driving and I was maybe a mile closer than when I left my hotel. Almost immediately, I was on a shuttle bus. Somehow it negotiated miles of narrow winding roads and we disembarked near the polo grounds for a long walk to the 18th hole which led—like it or not—right through the *Retromobile* building then past pavilions for Lexus, Jaguar, and—of course—Porsche.

And finally, the world's greatest car show. There was a big group of tiny Morgans, including Mr. Morgan's first three wheeler prototype: a cross between a motorcycle and some Edwardian lawn furniture. I watched the judges look over a black, pre-war Mercedes 380K. When it was started its supercharger drive made some very interesting sounds. Nearby was the big, elegant 1937 Horch 853 Voll & Ruhrbeck Sport Cabriolet that took best-of-show. It was worlds away from the restoration project I had the opportunity to see at Mosier Restorations four years ago. Back then it was in primer and with just the copper layer on its now chromed trim.

Pebble Beach is also the venue for automakers. Bentley introduced the new "Grand Bentley," the Mulsanne, complete with kilted pipers and two representatives from the British Army. It still has a big, turbocharged, pushrod V-8 but it looks more like its Flying Spur stablemate.

There was one thing that surprised me: hours before the awards people were staking out spots on the lawn to watch the winners cross the podium in front of the lodge. Those people could have been walking up to those cars and getting a really close look.

Monterey Historic Races

I defied convention and ran back to Laguna Seca where I managed to see the last couple of races. Those were the big, loud Can-Am cars followed by IMSA GT cars. The day ended with a lead swapping race between a Dekon Monza (a little Chevy sporty-ish car with a 350 V-8) and a couple of Porsche 935s. If memory serves, one of the 935s saved the day for the featured marque.

My Vacation Monday:

Vacation was coming to an end. I retraced my route and it was plenty hot when I stopped at the Starbucks in Lebec just

before climbing the Grapevine back to LA In not too long, I was home—only 51 weeks till the 2010 Monterey Historics! I'm already on the list for hotel reservations.



BTW:



Do you recall the photograph by Nancy of the Porsche sculpture in the November issue? The photograph above is a metal sculpture by the same artist (Goertz) and it is in Heidelberg in front of the Heidelberger Drucke office.

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BTW:



Porsche have released this photograph of the 10,000th Panamera to roll off the production line. Porsche plans for 20,000 units per year.

Photograph by Porsche.

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Rainer Cooney - Jerry Dascoli

The Porsche of Nashua Turkey Trot Rally

Maria Stan



Photographs on pages 31 and 32 by Maria Stan

The event was delayed one week due to downpours but participation was very high with 21 cars entered. After a welcome by the Porsche of Nashua team and a brief summary of the rally format, general directions and distribution of 2010 Porsche calendars and Ray's (Porsche sales manager) excellent CD medley, we were rushed to our cars.

This would be a "European Style" rally where the only challenge would be to keep up with our pace car, a silver Cayenne S driven by our guide. Co-drivers get to relax and enjoy the spirited

ride. Stragglers were informed to meet at NHMS on Rt. 106 before heading on to Hart's Turkey Farm in Meredith, NH.

At 10:40am we were off but soon found traffic lights in Nashua and toll booths spread out the field giving some opportunity to "catch up" to the pace car. One State Police traffic stop for a participant taking pictures while hanging out of a Cayenne sunroof on Rt. 3 north, fortunately only issued a warning. The majority of the group was together upon arriving at NHMS where the Porsches and owners lined up for a photo op.

Unfortunately no track time, maybe next year?

Back on Rt. 106 for a relaxing drive to Meredith arriving just after noon for our delicious buffet turkey dinner. This was my wife and my first visit to Harts. The food and atmosphere were excellent, a great location. Thank you to the staff at Porsche of Nashua and especially Ray and Lori for organizing the event.



Thrill Rides 2010 - NER's Driver Education Ground School Returns Sunday, February 21st - Starting @ 10:00 AM, Hosted By HMS



"A great seminar! I hit the ground running."

--Moe Auger
2003 Attendee

(NER Chief of Novice Development & NCR/NER
instructor)



"The ground school was a great introduction to understanding the dynamics of the car and a superb lead-in into the DE events that followed."

--Mark Abbott
2008 Attendee



"For me the Ground School took a lot of the anxiety out of my first DE. Thanks to the Ground School I knew what to expect, and had a great, safe day."

--Geoff Kronik
2008 Attendee



"Prior to attending the ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"

--Sarah Anderson
2006 Attendee

Attention NCR members.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2010 on Sunday, February 21st. This is the annual introduction to NER's & NCR's Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at www.hmsmotorsport.com/info.

This interactive classroom session will give you a great overview of NCR & NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 21st. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

continued on page 34 ...

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 21st is a Sunday in the deep mid-winter and the groundhog is still asleep in his burrow, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer.

And remember, attending this "Ground School" in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email sartick@verizon.net.

Who should attend?

Anyone interested in learning about our 2010 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2010, drivers participating in NCR's and/or NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

.....
2010 Driver Education Ground School at HMS Motorsport Sunday, Feb 21st @ 10am
.....

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

.....
Cost: Early registration (must be postmarked by January 31st) - \$10
.....

Late/Onsite registration - \$20
.....
.....

.....
Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803
.....

Looking Back

...continued from page 11

Judy Hendrickson (36)

Robert Gilbert (35)

The members with 25-34 years of PCA membership and their years of membership in () are:

Jack Styles (34)

Mark Curtin (33)

Dan Witmer (33)

Al Ward (32)

Richard Currier (31)

Mark Tuller (31)

Barry Bush (31)

Ray Ayer (31)

Bill Rienecke (30)

Michael Amalfitano (29)

Robert Geoffroy (27)

Robert James (26)

David Wieland (26)

Donald Osborne (25)

Elizabeth Ames (25)

Robert Bielan (25)

We see a few of these folks out at events on a regular basis, but how about the rest of you coming out to a tour/social/rally event this year? We'd love to get to know you better.

An article about the Morse family (Linda, Rob, Chucky and Timmy) brought back fond memories of this dedicated concours family. Don Osborne's article related their 1989 adventures that included eight concours events stretching from NH to Virginia and as far west as Michigan. The Morses were subsequently honored as PCA's Family of the Year. Sadly Rob was to succumb to complications from a brown recluse spider bite in 1996. Linda authored a piece on the various types of concours events and what is subject to being judged in each type.

There was an update on the new New Hampshire International Speedway project of Bob Bahre – expected to open in the Spring of 1990. Of course, it's now New Hampshire Motor Speedway and we await what the new ownership will

do with respect to expansion and a road course.

A news release from PCNA was included outlining the details of the new 911 Carrera 2 (964). Base price (some said ridiculously high) was \$58,500. Sounds like a bargain compared to today's 911's, but it was high compared to the 1995 993 which was introduced in the Spring of 1994 at the base price of \$55,000, \$3500 less than the car it replaced!

Finally, there were a number of tech tips, both locally generated and several PCNA Service Bulletins.

From January 2000, Volume 23, Number 1

Scott Martineau was now president with Matt Romanowski serving as *Northlander* editor. Matt was a very enthusiastic college student at this time.

NCR was now holding an annual planning meeting to schedule the year's events. The calendar for the first three months of the year featured a variety of tech sessions and social events. For all of 2000, 22 NCR events were planned, nearly 2 per month! The treasury reported a healthy balance of over \$17,500 and the region was working to a budget of \$39,000 (compared to the current budget of \$155,000). Membership was at 340 (compared to today's 484 – we had made it to just over 500 in 2009 but the downturn in the economy has affected NCR membership).

Reading through the articles/columns I was reminded that we used to have a DE buddy program whereby novices were teamed with an experienced driver to make sure they were properly prepared for the event, had a place to ask any and all questions and someone to show them the ropes once they were at the event. A very good program that brought us a lot of compliments and could be brought back – what say you DE Committee? Another thing this issue brought to mind, as did the other two above – board meeting minutes. Each issue contained either the minutes or, at least, a summary of them. Since we don't have general membership meetings this is a good way to communicate to the whole membership what is happening with the board/the region's plans. What say you new secretary, Toni?

Finally, as the wind is howling and the cold is settling in to the teens this December and I have just finished the final tasks of putting the Porsches to "bed" for the winter, Kim Bentham's article from January 2000 seems especially apropos:

Monthly Muse

Kim Bentham, Vice President

As I sit here watching the snow fly outside my office window, I think back to the last good drive I took in my Porsche this fall. What about you?

Maybe you had already used your woodstove or fireplace for one of those rainy, cold nights. Maybe you had gone to the Halloween rally and Shrimp Boil at Don and Sandi Johnson's house. The leaves had already changed and there was a certain crispness in the air.

One of the simple pleasures of fall is pulling on your favorite pair of worn jeans, a turtleneck and going to the garage. Before you get in the car you just stop and stare. You're going through your last driving experience in your mind. Now you're ready, you open up the door and slide into that old familiar seat.

That Porsche interior smell hits you and a little smile comes to your face - it's time to turn the key. The engine turns but does not catch. It's been a while, try again. The starter whines and you think, oh no and then it happens... life... she awakens. You put the car in gear and she's stiff, but that's okay - she's not warmed up yet. You crack the window, so you can hear the engine just a little better. Now the engine is warm and you are jetting down curvy back countryroads sending countless multi-colored leaves swirling behind you. The car handles like it's on rails, not to mention the other automobiles you've left in the mirror.

At the end of your adventure you stop to get some coffee. As you get out some people stroll by and compliment the car. In your mind you say this is why I spent all that money. Yes, you bought the timeless classic and time just gets better with age. So now you slip her back into the car park, turn the key and silence, but you stay just a moment longer. Before you close the garage door you think, I cannot wait to do that again.

You wait for the weather to clear but it never does. The roads get worse, ice, sand, and snow. As you're stuck in a traffic jam somewhere in your everyday ride, you look out your window and dream about the last drive.



BTW:



Looking for a good read? Or just a picture book? Porsche have published a book "Panamera Moment" ... it is a visual feast if you are in to the Panamera.

Photograph by Porsche

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It is with great sadness that we report the passing of NCR member Mike Amalfitano. Mike was a member of NCR for 29 years. An avid vintage racer, he participated in all three of the Rennsport Reunion gatherings as well as many other historic race car gatherings. He was always willing to open his collection for the viewing enjoyment of his fellow NCRers. Our sincere condolences to his family and many friends. He will be missed.

Northlander's January 2009 issue has an in depth interview with Mike. Our editors really enjoyed the day with Mike and his stories. He was as passionate about cooking as he was about cars. Reflecting on those stories and his invitation to cook for us we now regret not having taken up the invitation.

Porsche Museum welcomes half a million visitors



Jubilee visitor enjoys a great surprise: a weekend with the Panamera

Stuttgart. Just eleven months after opening on 31 January 2009, the Museum of Dr. Ing. h.c. F. Porsche AG, Stuttgart, has set up a new record in popularity: Today the Head of the Porsche-Museum, Achim Stejskal, welcomed the 500,000th visitor. "Reaching this magic figure before Christmas in our very first year, is really a wonderful gift for the season", stated Stejskal on the occasion.

The jubilee visitors from Stuttgart received a great surprise on the occasion, a voucher for a free high-power test drive: Porsche AG is providing the family Rosenberger with the latest Porsche, a four-door Panamera, for a whole weekend.

The Porsche Museum is open Tuesdays to Sundays from 9:00 to 18:00. On the last Monday of this year, 28 December 2009, the Museum will also be open for an exclusive visit. The current Panamera Moment special exhibition is continuing until 28 February 2010.

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Another photograph from "Panamera Moment"
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ETW



NCR members always have a good time together. Here they enjoy a casual lunch with Berthold on his December visit.

Photograph by Ivy Leonard ... Ivy was at the lunch but at this moment was behind the camera.

NEXT MONTH

YANKEE SWAP!

Spring is close!

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