

NORTHLANDER

NORTH COUNTRY REGION

Volume 36 Number 1

PORSCHE CLUB OF AMERICA

January 2013

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NCR Holiday Charity Event

Berthold Visit



CONSUMER PROFILES, INC.



During the holiday season, we all rushed to get things done - shopping, parties, family gatherings and other commitments; it sometimes seems like time passes us by. I know it does for me, that's for sure.

Recently, though, I stopped for a moment, took a breath and reflected on what happened in 2012. You all have been a special part of it and for that I thank you.

*HAPPY NEW YEAR!!
May it be a safe and happy one.*

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**IF YOU HAVE NOT CHECKED OUT
THE NEW GOODIE STORE – PLEASE
DO SO NOW**

We have added many new items we hope you will find of interest

Wine glasses and beer glasses with NCR's logo are now available for purchase on our site. They will make great gifts.

For all those new parents and grandparents, we now have infants and toddler shirts and onesies sporting:

Stroller today – Porsche tomorrow

We have a wide variety of clothing items with either embroidery in a number of style options or screen printing with the NCR logo. Options for Autocross, Drivers Ed and social activities are available in a number of colors.

We hope you will find our site intuitive and easy to use. We have updated our system to accept credit cards. Although we experienced some long waits on the initial orders, all the glitches' are worked out and orders are being filled and shipped promptly.

We thank you for supporting our Goodie Store!!



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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 52 for advertising rates.

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January 2013

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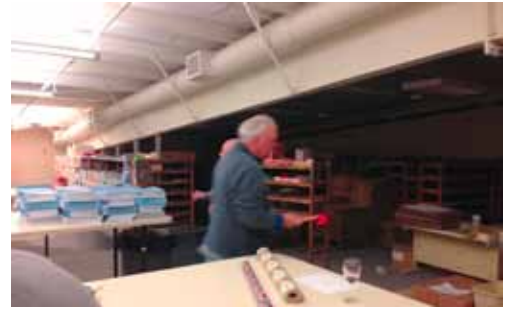
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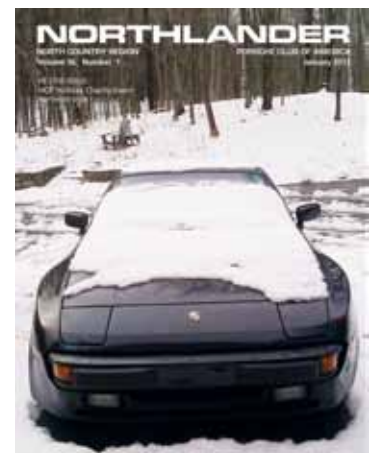


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On the cover

The year has gone by faster than expected and I cannot believe we are headed for January! The cover was taken in Norwich VT by future NCR members Peter Stanzel and car owner Roland Hermann-Stanzel

Photograph by Peter Stanzel - VT



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CALENDAR

1/12 Tech Session @ R & L Engines 9-12 – 308 Durham Rd Dover, NH

Contact: Tech@NCR-PCA.ORG

1/26 Tech Session @ Northern European Automotive Concord NH 10am

Contact: www.northerneuropeanautomotive.com Steve Robbins

1/27 Yankee Swap @ Mama D's Shattuck Way Newington, NH

Contact: Social@NCR-PCA.ORG

2/2 Dyno Session @ KMC – Kachel Motor Company 425 Canal St South Lawrence, MA

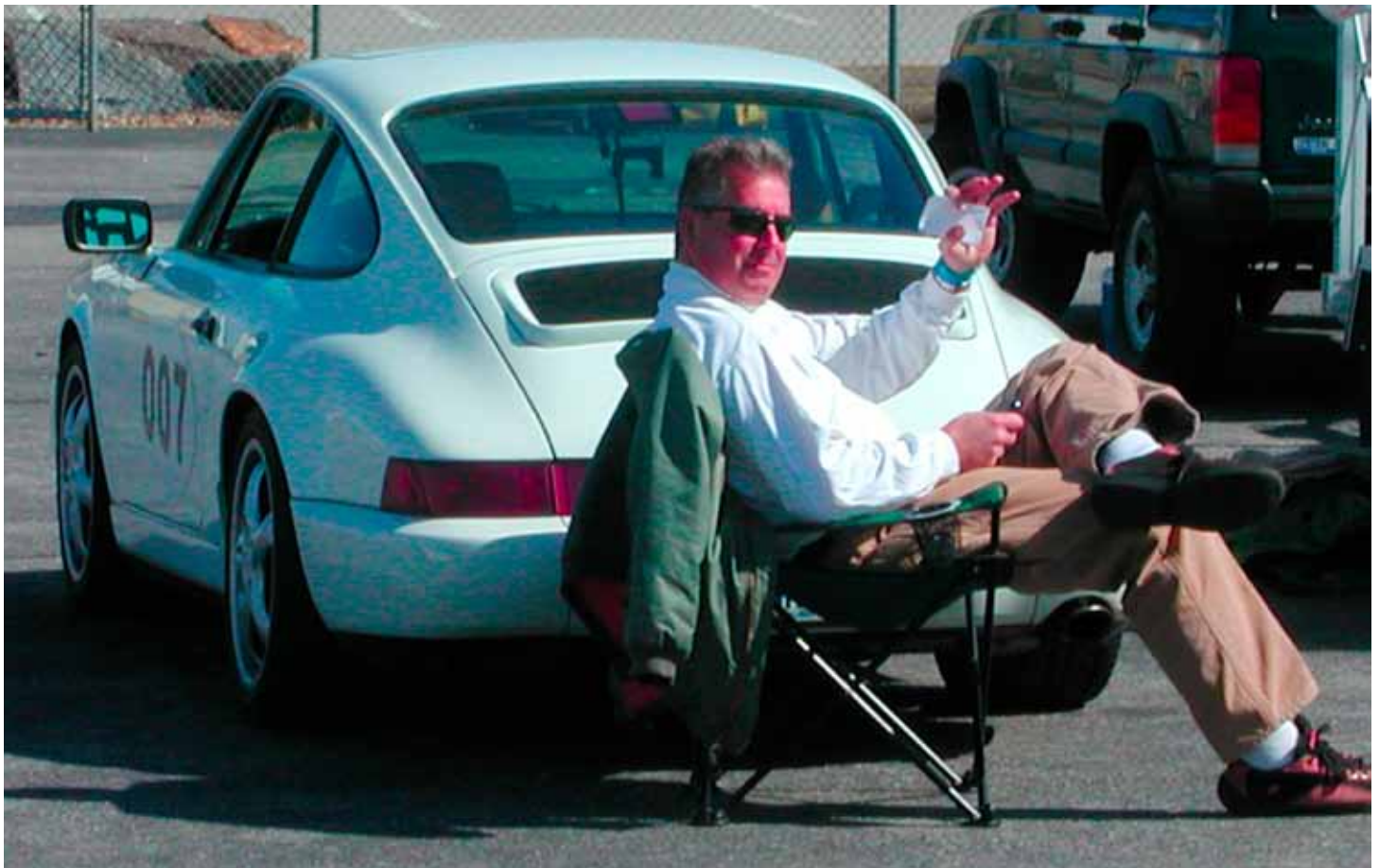
Contact: Tech@NCR-PCA.ORG

2/12 NCR Monthly Board Meeting – Location TBD 6-8pm

2/24 NER Ground School @HMS Motorsport Danvers MA 10-12

Contact: stevegt3@porschenet.com

We hope to see you at the upcoming events. We guarantee a great time.





Matt Romanowski **Wide Open**

Kicking off the New Year, I had originally thought I would write all about the upcoming NCR events and how great 2013 is going to be, but then I remembered that we haven't had the planning meeting yet. So, other than some upcoming tech sessions, there isn't too much to report yet. Bob Futterer has been working away on scheduling our tech sessions, so check out the NCR website at www.NCR-PCA.org and click on the calendar to see what is coming up. Next month, we'll have a full calendar and you'll be able to write in the 50+ events we'll have for the year!

One thing I do want to write about is safety in our Porsches. I was recently lucky enough to get down to the Performance Racing Industry (PRI) show in Orlando, FL. PRI is the major show for the racing in the US. It's sort of like SEMA for the serious racers. All of the aftermarket and safety manufacturers are there and there is lots to learn. I signed up to a seminar put on by the Stand21 Racing Goes Safer! Foundation. Now, I have to be honest – I never really like Stand21 products before. I know they are the Official Safety Supplier to Porsche, but it always seemed like poser gear. Was I ever wrong.

Yves Morizot, founder of Stand21 really only cares about one thing – the safety of racers. He's started the Racing Goes Safer! for the sole reason of getting different sanctioning bodies (NASCAR, Indy, NHRA, etc) together to develop higher and higher safety gear standards. He's also working hard to get the top level information – crash test data, fire suit info, helmet info, and more – down to the individual racers so they (really we!) can make better decisions.

In the seminar I attended, there were multiple speakers, including someone from the Mayo Clinic on concussions, Dr. Terry Trammell on fire suits, Edward Becker Executive Director of SNELL, and Dr. John Melvin on crash info. There was so much great info it would take pages and pages to give it all out, but I want to hit a couple of highlights.

Interestingly, the SNELL standard on helmets only gives a pass fail. Further, in the eyes of SNELL, any helmet that passes is equal to any other. So, there goes the theory spending more on a helmet to get one that is better! But that is not completely true. Most helmets use an expanded polystyrene (Styrofoam) liner. This kind of liner compresses once when it gets hit and stays compressed. Stand21 is the only company that uses an expanded polypropylene liner that does recover from a hit. That means in a crash it will offer protection for the second, third, and further hits. Stand21 also has, by far, the most involved and comprehensive fitting of any helmet. It took them about 20 minutes to fit me for a helmet. They start with two different sizes of shell and liner, then have interchangeable pads for the front, top, back, side, and cheeks in the helmet. They can even do special cut outs for your glasses!

Another great thing I learned was that just by wearing fire proof underwear under your race suit, you can double the amount of time before you get burnt. And the time to burn ratings for race suits are to second degree burns! Not something I ever want to know about.

Finally, Dr. Melvin, who is a Porsche Club member in Minnesota, talked about crash safety. Dr. Melvin studies every NASCAR crash, over 600 Indy and CART crashes, and started the GM Performance Safety program. The most important things I took away from him were that you should have 6 or 7 point harness, not 5 point. 5 point harnesses were designed for inverted flight by the USAF, not car crashes! Second, you need to control the legs, pelvis, and shoulders with a race car seat

... continued on page 19



Ivy and Hank Cowles

I want to say a collective thank you to David and Tracey for all the time they have put into Northlander, I have huge shoes to fill and quite frankly will never make Northlander look as nice as they did. I know that after all of the effort and dedication each and every month that the issue arrived in the mail made it all worth while for them. To see that fine finished product that they had put together. It takes a huge amount of time and effort to put the magazine together, so when the finished product looks as nice as it did - It makes all the work they did worth it.

I am sure I will feel the same way except not quite at such a high standard as I am the beginner at this type of thing. I know my coeditor will help me out as well. But we are just not a David and Tracey when it comes to this stuff.

So David and Tracey - thank you so much for all you did for our region - we all appreciate it.

See below for the picture of the Cover for the last issue David and Tracey designed - Priceless!



MEMBERSHIP



Janet Quintero

New Members:

Ronald Campbell
Ellen Campbell
Pelham, NH – 2006 997 C4S

James Dana
Bedford, NH – 1975 930
Transferred from Northeast Region; Joined PCA 11/5/12

Jeremy MacLeod
Cynthia Chiu-MacLeod
Bedford, NH – 2003 Boxster
Transferred from Northeast Region; Joined PCA 11/13/12

Hugh Mason
Mimi Mason
Harrisville, NH – 1984 911
Transferred from Northeast Region; Joined PCA 6/1/87

Member Anniversaries:

1 Year

Phil George
Manchester, NH – 2008 Carrera 2

Paul Kiener
Campton, NH – 1983 944
Bob Kuepper Concord, NH – 2012 Panamera

2 Years

Bill Weeks
Lyme, NH – 2005 911 Turbo

Justin Zarohian
Edward Zarohian
Rye, NH – 1978 924

5 Years

Christopher Fahy
Aaron Fahy
Andover, MA – 1999 911 996

Steven Silberberg
Bedford, NH – 1968 912

10 Years

Alton Russo
Sarah Russo
Gorham, ME – 1985 911

Paul Tallo
Patricia Swindell
Hudson, NH – 1998 Carrera 4S

15 Years

Gordon Jillette
Ursula Jillette
Center Conway, NH – 1984 944

35 Years

Richard Currier
South Berwick, ME – 1974 914

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



Rich Willey

So last night, several NCRers are helping Ivy wrap some of the NCR Christmas gifts for needy families, which she is delivering this year on behalf of all of us, and at least 3 people walk up and before they say Hi, I get "You know your January VP article is due in 4 days, right?" OMG, the rubber is meeting the road for this Vice President thing which you elected me to do. Now what? Well I guess I should follow my own advice (see my article on writing articles for Northlander) and write about something I know. Me.

I consider myself a "car guy" who got hooked for no particular reason at an early age. As a pre-teen I would sit on the front porch of our house at night and make a game of identifying cars at a distance by only their head light or tail light pattern. I would read Hot Rod, Car Craft, Street Rod and any other custom/racing car mag I could find. I could quote displacement, bore/stroke, and compression for everything from a J2 Olds to a Nail Head Buick. George Barris, Gene Winfield, Big Daddy, TV Tommy, The Snake and Mongoose, and Stone, Woods and Cook were my heroes. When I wasn't reading I was building... Revell models. Swapping engines, chopping tops, adding lakers and metal flake. An exacto knife and putty were my tools of choice.

As I got older I hung with guys who had cars, because I couldn't afford one. A 53 Ford with an Olds V8 and 3 deuces. An early 50's Olds with a reverse pattern floor shifter (what?) A 409 Imp with dual quads. Stop light to stop light was our track. While I didn't own em, I could drive em like I stole em.

When I got to college all that changed. I was sitting in Bio 101 where a grad student was flashing slides of various fauna on a screen when this "thing" flashed up. It had a sleek green and yellow body, wheels with no fenders, and an exposed motor in the back. It was an F1 Lotus and he said there would be no class on Friday because he was going to Watkins' Glen for the Grand Prix and he would buy anyone who saw him there a beer. Beer and race cars? I was hooked. Next year and for several there after I was at the Glen with my new heroes, Clark, Hill, Amon, Surtees, Black Jack, Stewart, Rindt, Hulme, ... Things changed again. Marriage, children, responsibilities caused me to buy the Pontiac instead of the 5000 mile 56 T-Bird. (there were a few endure motor-cycles though, but that is for another story). Then a mini-van, 4 door sedans and Japanese commuter hatchbacks. Still the inner car guy was lurking beneath the surface.

Years passed and in a fit of madness I was considering buying my son a car for college (something I never had) and saw an ad in the Globe for a 5.0 Mustang. Now back in the day a friend of a friend had a beautiful cream 65 Mustang, red interior, with a 4 speed and a 289. Gorgeous. And this ad was for a white over red, late 80s Mustang fastback. So I went to see it and took it for a ride. It had headers, under drive pulleys, Flow-Masters and a short throw 5 speed. The owner asked if I had ever driven a car with this much horsepower. I bought it for myself.


That led to a succession of American iron, a Z28, a C4 corvette, an SS Pickup, but no real "sports cars". Until a friend who was a PCA member started pushing me to buy a Porsche about 8 years ago. After several years of not having a "summer" car, I decided in the moment and without my wife's knowledge, to start looking and within a week there was a 10,000 mile '07 Cayman in my garage. It's still there and now I am here. Hopefully with many more car adventures in 2013 and beyond.


Oh yeah, I guess I need a title for these columns. Hmm...! I'm going with "Where the Rubber meets the Road" for future columns. See ya at an NCR event soon..





Mark Watson **MY SPIN ON THINGS**


It is the middle of December and we are still able to drive our P-cars to work without any danger of salt damage. I don't think we have many days left but what a treat to be able to drive so deep into the winter season. Assuming that we are about out of time, here are some car storage tips that I learned from 9Magazine 'Prepping Your Porsche for Winter – Part 2: Storage'.

 **Clean your car:** this one is a no brainer but one that you need to do BEFORE it gets too cold to give the car a thorough wash and wax job. In addition, vacuum and shampoo the carpets and clean and condition your leather seats and dashboard.


 **Oil:** Apparently there are several schools of thought here; I like to change the oil and filter before putting the car into storage. The article suggests using lighter grade oil (30 weight) for storage and then changing back to your driving oil in the spring. This allows any residual contaminants to be removed in the spring. I use my normal oil during storage and for my initial couple of events so maybe there is something here for me to consider. This is a good topic to discuss with your mechanic.


 **Other Fluids:** What other fluids?? Sorry – but you all know I have air cooled 911's. If you have a water cooled Porsche, flush your system and replace your coolant with a mixture that is consistent with than your anticipated storage temperature. That should not be a problem for most of us who keep the car in a garage or other protected area. Adjust the coolant / water ratio (70% coolant : 30% distilled water) if you expect to experience temperatures less than 0° F. Don't forget your windshield washer fluid and system (that's a good idea for the daily driver as well!).

 **Battery:** Whether you remove the battery or leave it in the car, make sure you put it on a trickle charger. If you own a more modern Porsche, before pulling the battery get the codes you will need to start the car in the spring. Check your manual for details.

 **Tires:** To keep your tires from flat spotting during storage, you can increase the tire pressure (I like to go to ~40 psi) and put the car on rubber cushioning pads or put the car on jackstands and store the tires and wheels in the basement.

 **Fuel:** Add fuel stabilizer, fill up the tank and run the car to get the stabilized fuel throughout the system.

 **Critters:** Place some loosely wadded steel wool in your exhaust tips to keep your exhaust system free and clear from unwanted guests. Instead of placing moth balls in your car interior, use peppermint oil soaked cotton balls and / or cedar wood bricks to keep rodents out of the car and to keep the interior smelling fresh. Don't be afraid to use some traps and poisons in your storage area, just be careful where you put them if you have children or pets that frequent the area.

 **Rust prevention:** The big thing here is do not store the car wet. Make sure it is dry inside and out before storing. Don't forget to thoroughly wash and clean the underbody similar to that described last month. This takes some time and if you have not already done this work, it may be too late by the time you read this article. There are still some things that you can do: if you store the car in a space with a concrete floor, lay out a plastic tarp on the floor and then drive the car onto the tarp. Place large packets of desiccant inside the car to prevent moisture build up in the carpets and seats. And finally, if you are keeping your car inside, use an indoor car cover to keep dust and fingerprints off your beauty. If you are like me, pull the cover off once a month to remind you that spring will return and soon enough you will be driving down the road and around track.

continued on page 11...

Speaking of the track, we are getting schedules together and starting to plan for our 2013 DE season. Unfortunately, we are seeing increases in track rental rates which means we will need to increase your registration rates to help defray these increased costs. We'll do our best to keep fees as low as possible.

We have our dates for NHMS and I'm pretty sure we are locked in at Limerock (two days again!!) but I need final confirmation before we go public. NHMS dates are: April 13 & 14, May 27 & 28 and October 10 & 11.

For those of you thinking about driving your car on the track and want to hear more about the High Performance Driver Education program, register for NER's 2013 Ground School which is being held on Sunday 24 February. It is a great way to hear what attracts so many drivers to the PCA Driver Education program, learn about some safety equipment and most importantly meet some like minded people. Even though this is sponsored by the Northeast Region, NCR members are welcome to attend. Look for a description of the event and registration information elsewhere in the Northlander. The event fills up quickly so register early!

As I stated last month and will continue to say, your DE Team will continue our efforts to make our program, safe, fun and educational for everyone who comes to the track.

Please stay safe until we see you at one of the many winter sessions that are planned. Feel free to e-mail me at de@ncr-pca.org with questions, comments and suggestions.

Mark

Does this mean we are coming up on 35 years?????



NER Education Ground School

Sunday, February 24th @ 10:00am, Hosted by HMS Motorsport

Ladies, gentlemen and younger drivers.....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 NER's Driver Education Ground School on Sunday, February 24th. This is NER's annual classroom-based introduction to our Driver Education program again is being graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers MA. Directions can be found at www.hmsmotorsport.com.

PCA's Driver Education program is the most popular activity offered by PCA and NER's events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of 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 many of 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 if 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 at the Ground School. 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!

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 ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 24th is a Sunday in mid-winter, but before you know it your fellow Porsche fanatics 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 stevegt3@porschenet.com.

Who should attend?

Anyone interested in learning about our 2013 Driver Education program and improving their driving.

While everyone is welcomed to register for NER's 2013 Ground School, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2013 Driver Education Ground School at HMS Motorsport Sunday, Feb 24th@ 10am

Name(s): _____

Address: _____ City/State/Zip: _____

Phone: _____ Email: _____

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

Late/Onsite registration - \$20 per person

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

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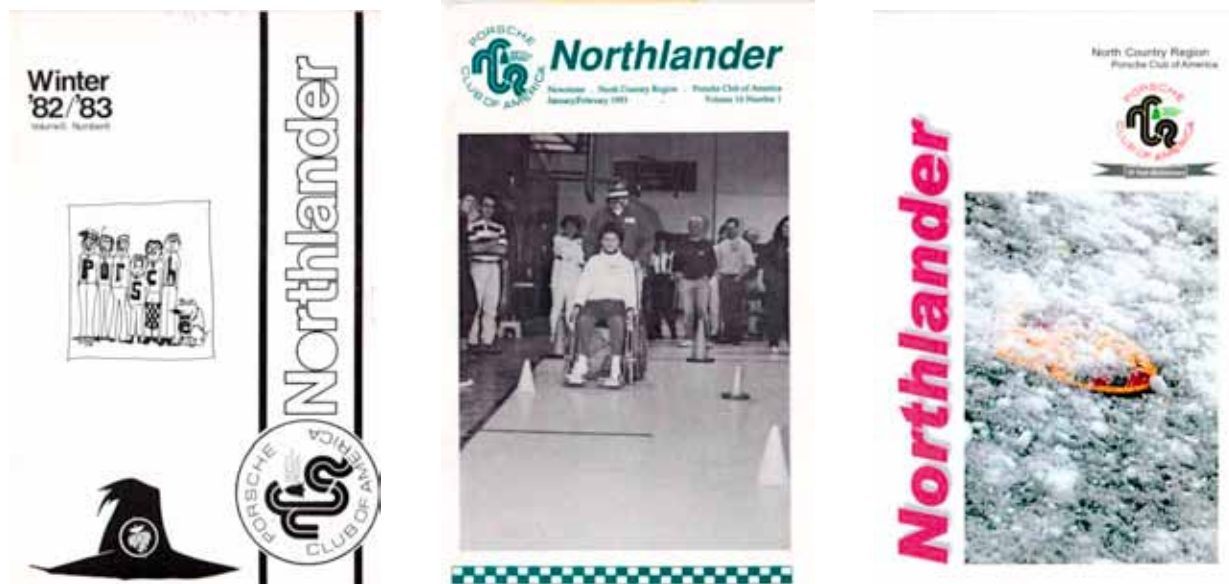
tel 603-740-9911
fax 603-740-9914
e-mail talauto@aol.com

DIRECTIONS: I-95 to Spaulding Turnpike, exit 8W (sign reads: Madbury);
RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive,
after bend, #89 on right. WELCOME



Judy Hendrickson **LOOKING BACK**

As mentioned last month, much has changed and much remains the same with NCR. Looking back through the *Northlanders* for this month's column really reinforced that sentiment. I'll admit to a bit of prejudice in this month's selections, BUT in all honesty the Winter '82/'83 issue was a mere 12 pages and mostly ads with a President's column seeking a new *Northlander* Editor and a flyer for that year's Zone 1 Tech Tactics. The 2003 January issue, while jam packed with information, really had nothing that jumped out at me on this theme of "change but same". So bear with me as I reminisce to 1993 in this the start of NCR's 35th year and *Northlander's* 36th volume. But first let's take a look at the covers from Winter '82/83, January/February 1993 and January 2003.



As you can see the format was the 5.5 x 8.5 booklet style, but considerable design evolution had taken place. Today's *Northlander* continues to evolve in design. We look forward to what new look it may take on as new Editors take over. And let me also give a H U G E thank you to David Churcher and Tracey Lvasseur for their many hours of dedicated service as *Northlander* Editors these past six plus years. They brought what has always been a good newsletter to even greater heights.

While the cover of the 1993 January/February issue invites great curiosity as to what was going on, you will have to wait until next month when all will be revealed. For now, take a look at what folks looked like back in 1993, how the *Northlander* was "made" back then, what then President Don Osborne had to say about plans for 1993 and beyond and an early "looking Back" column on our region formation on the occasion of our 15th anniversary.

From Volume XVI, Number 1, January/February 1993
(all photos by Doug Hendrickson)

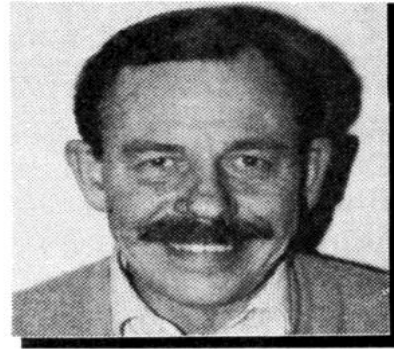
FROM THE MAUS PAD

DOUG HENDRICKSON,
Editor

Your Club's "Super-SE" Macintosh is up and running! We've added an '030' accelerator card with a built-in video driver for the new 19" Panasonic tube. This allows a two-page display of not only the *Northlander* but the Club's flyers as well. Anyone who is interested in using the system for publicity or documents for Club events such as scoring sheets or registration forms, special flyers etc. give me a call. It's the Club's machine and I'll gladly teach someone how to use it, and the software packages we have; besides I need to cultivate a replacement team for the future!

For those of you who only talk in DOS I have a special brainwashing course to teach you how to 'point and shoot' and not worry about "C: \ Windows", and other non-human attributes of B³ (Big-Blue-Based) contraptions. I do have to admit that WYSIWYG is not true, when you print on the Club's Imagewriter II. It's quite sufficient for newsletter layout work, but it is not a Post Script® printer. It's more like YGWYS. That's why you have to have faith that what you see on the monitor is what will come back from the printer. (Trust me, it works!)

I've incorporated a few new design features for 1993. If nobody notices, they really were subtle. If you think you found them all, drop me a line. The first response (correct) gets special mention in the next *Northlander* and a free chance at apprenticeship!

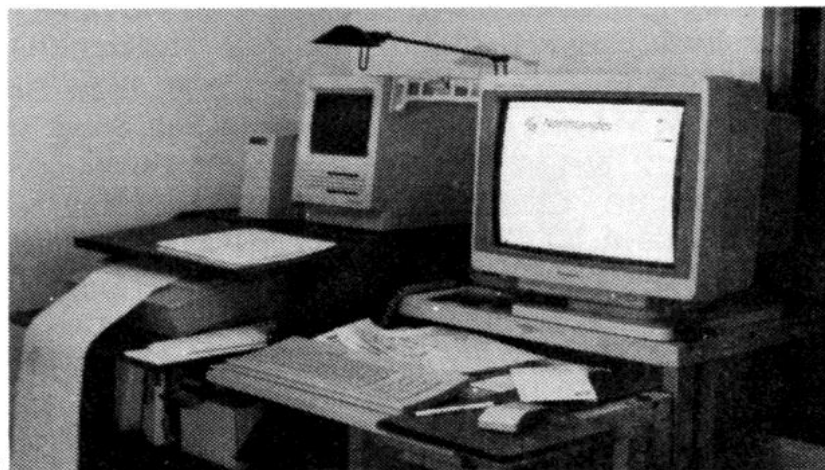


I'd also like to encourage photo coverage for the *Northlander* of our own events and other PCA events that you may attend. I particularly seek VERTICAL format pictures for the cover.

If you "load up" especially for this purpose, I encourage you to try Ilford® XP1 or XP2 Black and White film which can be processed at your local 1-Hour Color processing lab. The results of turning B & W prints into "half-tones" for the newsletter are much more predictable than from color prints.

Why am I priming you for photos and articles? I got approval from the Board to extend the *Northlander* to NINE issues this year! Last year I had to really condense things and, regrettably, omit contributions to the six issue series.

So, I am adding monthly issues from May thru October to cover our expanding schedule of events. d o u g

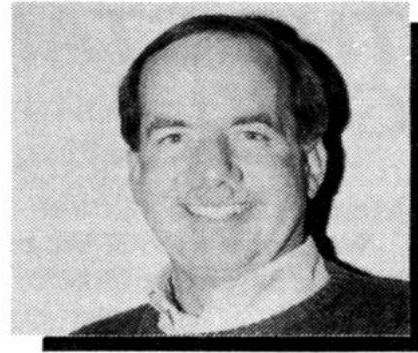
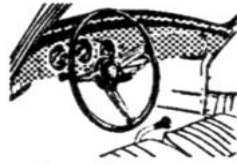


The NEW Northlander work station.

DOUG HENDRICKSON

THE STEERING COLUMN

DON OSBORNE,
President



Before completely closing the door on 1992, I think it's important that we look back on our accomplishments over the past 12 months. Under Phyllis Stibler's capable leadership we held 10 successful and well-attended events, adhered to a carefully planned budget and ended the year with a comfortable cushion for '93. We staged our first full-blown, multi-event weekend at Loon Mountain (orchestrated by Rick Casey), maintained a strong membership base in spite of the recession (thanks to the untiring efforts of Judy Hendrickson) and saw *NORTHLANDER* receive national recognition under the editorship of Doug Hendrickson. Those responsible for these successes, and the cast of supporting actors, can be justly proud of their accomplishments.

If, on the other hand, you weren't involved in the backstage action, or didn't attend a single show, we hope that you'll make '93 the year that you get involved. Our calendar will once again be full and varied, leaving the door open for each and every one of you to show your face and enjoy the fellowship that has become the benchmark of our Porsche-related activities. And to all of you who worked so hard to make 1992 a success for North Country, my heartfelt thanks.

I'll highlight some of the facts that came out of the Zone 1 Presidents Meeting that I attended with Phyllis late in November. The Zone 1 calendar of events will again include: Tech Tactics (March 13-14), Concours/Swap Meet (May 15-16 at a wonderful new site in Parsippany NJ), 48 Hours at Watkins Glen (date TBA), and an Autocross (September 18-19) at Plattsburg AFB NY.

This is the site of the '94 Parade Autocross. All events are open to you, and notices highlighting the activities and outlining registration procedures will appear in future issues of *NORTHLANDER*. Volunteers are needed to staff these events and, in particular, Co-Chair Donna Paterek reported that workers are needed for the Zone Concours in May. Please call me if you plan to attend and can spare a little time for the cause. (For your info, the event raises funds for the "Hole in the Wall Gang Camp" - one of Paul Newman's charities for terminally ill children.)

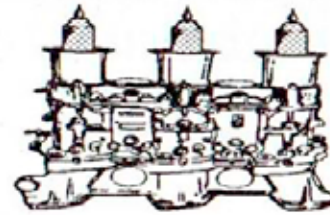
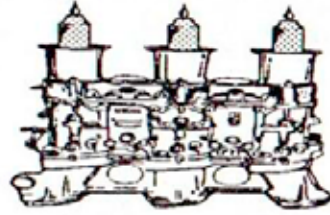
The '94 Porsche Parade in Lake Placid NY will be the first true "Zone" Parade, hosted by (You guessed it!) Zone 1. Most regions in the zone will be chairing individual events or activities and our own Doug & Judy Hendrickson will co-chair the Parade Concours d'Elegance. This should be a terrific event and, like the '91 Parade in Danvers, MA, is practically in our own backyard. Plan to attend this one and lend your support to the Zone. You'll be reading more about this in the future.

As a final note, I'm pleased to announce that Judy Boles (past PCA National Treasurer and Connecticut Valley Region member) was elected to the position of PCA Secretary. Many thanks to those of you who sent in your ballots in support of Judy.

d o n



WE'RE FIFTEEN YEARS OLD FOLKS!



From the
NORTHLANDER Archives
by DOUG HENDRICKSON

***“A void in geography and a
thirst to meet new people”***

This is the way Jim Smith (the first *Northlander* Editor) started his documenting of the formation meetings of North Country Region in the first records of the Region. Interestingly, the recording of the first meeting didn't appear in Volume 1's first issue, but in the second issue. There were earlier conversations leading up to the formation of the new Region as early as August 1977.

October 7, 1977- Attendance: Michael Grishman, Mary Staley, Jim Smith, Jody Smith, David D'Orazio and Susan D'Orazio. Included in the minutes was an understanding, from a Northeast Region Board meeting, that they would relinquish New Hampshire and all of Vermont except Bennington County* to a new Region of PCA. (The written commitment, from Northeast, for the new Region was still forthcoming.)

Among the contenders for the name of the new Region were: - White Mountain (excludes Vermonters), Northern New England, North Mountain, Yankee, White Birch and North Country.

Interestingly, the minutes of the October meeting tasked Mary Staley with finding a meeting place for a more formal meeting on November 6th, in Concord. No documentation of this meeting exists in the *Northlander* Archives!

*Bennington County VT was part of Hudson-Champlain Region.

THE NORTH
COUNTRY LOGO
WAS DESIGNED
BY TIM BENT
(NOW A
CVR MEMBER)



(Editor's note: The meeting took place in the now-razed Highway Hotel, with a bunch of the current members in attendance, maybe we can assemble them some time and re-create some of the significant history of that day, including the vote on making the new name, "Woodchuck Region!" ; Judy & I were there!)

The North Country Region Charter was granted on February 13, 1978. The presentation of the charter was made at a Region meeting at the home of Mike and Karen Caldwell, in Nashua, NH, by Doug Troyer, the Zone 1 Representative, on March 18th. Doug Troyer's caution to the new region was to recruit new members and not to rely on transfers (Defectors?) to sustain and grow the membership. Attendance at this meeting included the Muellers, the Kuertis, Terry Baker, Mitch Manseau, Michael Grishman and Mary Staley. Northeast Region was represented by Steve Cohen, the Adams, the Sanborns, Mel Leeds and the Caldwells. (NOTE: Even though they hosted the meeting, the Caldwells remained members of Northeast Region!)

The North Country Region treasury had a balance of \$30.77 at the end of January and was \$93.99 at the end of February 1977. Much of this seed money was gleaned from forming member's pocketbooks; particularly from Michael Grishman, the D'Orazio's, and Mitch Manseau.

d o u g

This is what the owners of the car on the front cover also owned along with a Porsche! - Photographs by Peter Stanzel



... continued from page 6

Holding the ribs can make you feel good, but it will not help and maybe hurt in a crash. Finally, everyone should have some form of a FHR – a frontal head restraint. This is the generic term for a HANS device. Any crash over 40 mph can cause a basilar skull fracture.

So, hopefully this hasn't been information overload and people find it interesting. Next month I'll be able to give you guys lots of info on events. I hope to see you out in 2013.



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Where's Hank? NCR Wrapping Night Charity 2012

Photographs by Ivy & Hank Cowles - Jay Gratton

Story by Ivy Cowles

NCR has had a long history of fund-raising and charitable giving in support of those less fortunate. We have made annual donations to Make-A-Wish and to the New Hampshire Food Bank, but in 2011 we felt that we would try to make a direct and personal impact on a couple of needy families. That year we sought assistance from the Dover Police Department in selecting our candidates, and the experience was so moving that we decided to repeat the effort in 2012.

This year's recommendation of family's needing help came from a church group in Londonderry. As happened in 2011, we asked for a list of ideas and needs from the parent's, and as was the case last year the emphasis was brightening Christmas for the children.

The list of gift ideas was distributed to a few NCR members and we set off shopping for the gifts. Inevitably the list grows as members see that 'irresistible' item and dig into their pocket to add it to the cart.

Tuesday, December 11th was wrapping gift night for gifts we had purchased for this year's NCR sponsor families. Helping out with the wrapping was John Fusco, Bob and Laura Futterer, Mike and Biff Gratton, Jay and Jamie Gratton, Kristen, Steve, Rick Willey, Dick Demaine, and Hank and I. I know sometimes wrapping can be a bit tedious and boring in fact. But not this night – we found a way to laugh and enjoy sharing the time and effort to make the special gifts look even better under beautiful bright paper and bows. We told jokes, we helped each other with the tape – oh speaking of tape: Hank did you find the tape yet? Again this year Hank managed to disappear while searching for tape, but at least when he showed up again he had arranged delivery of pizza and refreshments for all the wrappers. Yum!

It was one of those nights that a group came together to help those in need. It gives me an overwhelming feeling of joy, mixed with a sense of satisfaction for doing things for those less fortunate, particularly in sharing the experience with wonderful friends. Biff and I would like to compliment the great wrapping the guys did – nice job! Although according to the 'judge' Biff gets the award for best wrapping of course!

December is a month of shopping, decorating for holiday festivities and for the giving of gifts. It is a time when those of us who have been blessed often take pause and think of those less fortunate.

Maybe it is because, in the season of giving, we feel drawn to help those who are less fortunate. Or, perhaps it is because there is more advertising by various charities at this time of year. Of course, for some people, it may also have something to do with wanting give all they can give. They may have been at the less fortunate end of the spectrum at some point in their life and know what it feels like to need that help.

Helping out with some form of charity is a good way to make your soul feel giddy, but also a way to have karma bless you with the opportunity to find your muse. Meeting other people whose lives are vastly different from your own can help you see the world from a new perspective and open your eyes to how fortunate you really are!! I say that to myself each and every day.

Seeing the gratitude on someone's face when you help them out is reward enough for those who give, but karma has also decided that these selfless acts should also come with a inspirational bonus. Helping those who are less fortunate will not only make you feel all giddy inside, but can also lead you down many creative paths. For example, helping out at a soup kitchen and getting to know those who depend upon the kitchen for their daily sustenance can help open up your eyes to how fortunate you really are and help push you out to do more of the volunteering whether it be once a year or 10 times a year it is always gratifying.

I know that we cannot feed all of the hungry, or clothe all of the naked, heal all of the sick, or even comfort all of the dying. But to help just one can warm your heart for days and years to come. The overwhelming sense of giving and helping out is just so special.

Ask anyone what they think about giving unto others, and most will say that they are all for it. It is just a matter of making the time and effort. Changing someone's life forever can only take a minute of your time or a penny out of your pocket.

Continued on page 21...

So I implore everyone to find a cause and volunteer either now or in the upcoming years. Because not only will you be helping others, you will be helping yourself as well. Nothing better than that special feeling inside! (As I had stated last year)...I may be repeating myself, but really...there is nothing better!

I myself and Hank delivered to Family #1 and as always it is very touching and makes us all realize how lucky we are.

Matt Romanowski delivered to family #2 and he too was touched and certainly got a bit teary-eyed. Delivering to these families is something we will never ever forget.

Ivy



From left to right - top to bottom: Top left: Mike Gratton and Rich Willey enjoying some wrapping conversation.

Top right: some of the fine finished product. Lower left: Laura and Bob Futterer in wrap mode with Kristin Allen and Dick Demaine. Lower right: Doesn't the wrapping look so nice. (Biff wins the prize)!

Continued on page 22..



As you can see by the above pictures Biff, Mike, myself, Kristin, Steve, John, Rich, The Fuds, Jamie, Jay, Hank and John had a wonderful time: As you can also see Hank finally found some tape...oops...wrong size!

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New NCR Members

Photographs by Ron Campbell

Story by Ron Campbell

I've been interested in Porsche since I was in college, buying my first, a 924s, as a sophomore. Fixed it up quite a bit and enjoyed it a few years before moving onto many other sports cars. When I moved back to New England after being down south for awhile I picked up a beautiful guards red 993 Cabriolet. Recently I was made an offer I couldn't refuse and parted with my cab and purchased 'Sacha', a deep blue 997 C4S which I absolutely love;and look forward to enjoying for many years.



Another Great Angle by Ron!



Dyno Session at KMC

Saturday, February 2nd., 10am

Kachel Motor Company
425 Canal St
South Lawrence, MA

Come check out Kachel Motor Company in South Lawrence for a session on how to dyno a car! Tim Kachel will take us through the whole process from how to attach the car, running the motor, and showing us the results. He'll go through the process of what you can learn from the dyno and how it can be used to improve the performance of your car. He'll also cover how it can be used as a measure for any tuning and changes made too.

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Do You Recognize This NCR Member??

Photograph by ??????_____



Writing an Article for the Northlander

– By Rich Willey

Hopefully you enjoy reading the Northlander each month as much as I do. Whether it as a story about someone's beloved Porsche, recent participation in a car event or a travelogue, they all help us connect with our fellow NCRers and share our experiences.

Perhaps you have had an experience you would like to share but are hesitant to put fingers to keyboard. Or you have some photos which you consider just not good enough to publish. Well, I hope to encourage you to put those concerns aside and "just do it".

I certainly can appreciate your hesitancy. I too experience all the typical angst every time I write an article. Is it worthwhile? Did I use proper grammar? Can the reader understand what I am writing? Will I be criticized for what I wrote and the way I wrote it? Will readers find it interesting? Is the picture clear enough? Has someone else written about this subject? Plus all the other uncertainties one can conjure up.

Let me share a few thoughts on how I approach this which may help you get started. First I pick a topic or experience which I really enjoyed and which I believe others will enjoy reading about. I trust that they will, and if they don't well there is no harm. So write about what you know best. Mostly these are car related for sure but that's because I am a "car guy" from way back so I gravitate there.

Second, I write about what I felt, thought, saw and heard. Not too analytical, not necessarily perfectly accurate either. For example, I may not know every aspect of what took place at an event, but I know what I experienced. (If I were writing a technical article, I would be more diligent regarding accuracy for sure.)

Third, I don't worry about the article's length because when I don't have more to share, it's done.

Fourth, I always let the first draft sit for a day or two then revisit it before I send it to Northlander.

Fifth, with smart phones and a spouse who loves to take pictures, I often have plenty of pictures from which to choose. But I don't worry about having to include a picture.

Lastly I don't worry about perfect grammar or spelling because the Northlander staff will edit it, proof read it, etc. to "fix" it before print.

So how about it? Willing to help us by writing about your experiences and or taking some pictures for a Northlander article in 2013? Hopefully yes, because I for one would like to read about and share your experience.

To help you get started, here are a few "style" recommendations which will make it easier for you and the Northlander staff to get you published.

1) You don't have to be a professional photographer. Let your smart phone or smart camera do the work. Send the pictures in at least a resolution of 1000 by 1500 pixels. JPG format if you can. Most phone cameras and Photoshop type software will let you do that easily. Northlander staff can Photoshop it too. Please be sure to send a one line description and name of persons in the photo. Photos should be sent separately from the text. Photos can be sent to NCRNorthlander@ncr-pca.org

2) Write your article in Microsoft Word or similar word processing software and submit in simple .RTF format (rich text format). This is the editors' first choice but you can use .doc or .docx. You do not have to create .PDFs etc. Email the article to: NCRNorthlander@ncr-pca.org ... To get into the next month's Northlander the article needs to be submitted on or before the 15th of the prior month.

Planning Meeting 2013 - Photograph by Jay Gratton



The 2013 Planning Meeting led by NCR's New President Matt Romanowski was held at the Common Man Restaurant. More on the meeting in the next issue.



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PORSCHE

Press Release

December 8, 2012

No. M 142/12

Le Mans 24 Hours / World Endurance Championship

LMP1 sports prototype to be run by Weissach-based works team

Stuttgart. At the Weissach Motorsport Centre, preparations for the running of the new LMP1 sports prototype at the Le Mans 24 Hours and in the sports car World Endurance Championship are progressing at high revs. For this feat the infrastructure was considerably expanded. A new workshop building and an office complex have been completed. “The first rollout of our new LMP1 car is planned for mid-2013,” announced Wolfgang Hatz, Porsche AG Board of Management Member for Research and Development, on Saturday on the occasion of the end of season “Night of Champions” celebration. “The car will be run by our own works team based here at Weissach.”

Following a re-structuring, the LMP1 project is realised by a new department headed by Fritz Enzinger. With his well established organisational structure, Porsche’s Head of Motorsport Hartmut Kristen continues to be responsibility for all other motorsport programmes worldwide.

The customer sport model 911 GT3 R celebrated 41 wins from 131 starts in a range of GT3 racing series worldwide. For the 2013 season Porsche offers teams an upgrade package which will position the GT3 R even better in the performance window as defined by the FIA.

In his speech, Hatz underlined the importance of GT racing for Porsche and pleaded for two different GT categories for works-supported professional sport and for customer sport: “In factory sport the regulations must be based on technology while in

customer racing a stronger alignment of the relative strength by Balance of Performance measures is legitimate.”

In addition to the promotion of four Porsche Juniors, one pilot from the international makes cups will enjoy comprehensive support for the 2013 season. Frenchman Jean-Karl Vernay (25) who won the Carrera Cup France at his first attempt last season receives funding to the value of 200,000 Euro towards his 2013 Porsche Mobil 1 Supercup campaign. At a test session in Vallelunga, Vernay won over eight other top drivers from the Carrera Cups France, Asia, Japan, Scandinavia, Italy, Australia, Great Britain and from the GT3 Cup Challenge Canada.

Vernay has already made a name for himself in international motor racing. In 2005 he claimed the championship in the French feeder series Formula Renault Campus and went on to finish second in a Formula 3 single-seater at the Macau Grand Prix in 2009. In 2010 Vernay went to the USA and promptly clinched overall victory in the Indy Lights Series’ in his first season. Peugeot contracted the Frenchman as a test and reserve pilot for their LMP1 project in 2011. At the same time Vernay competed in the Intercontinental Le Mans Cup and was crowned LMP2 champion. “The support from Porsche is a great opportunity for me,” says Vernay. “In the Porsche Mobil 1 Supercup all drivers have to adjust to a new vehicle. For me as a newcomer this means I’ll have a good chance to be competitive right from the beginning. The Supercup is the pinnacle of the Porsche one-brand cups and has a great reputation as a launching platform to enter professional GT sport.”

With its well-established works drivers, Porsche is relying on continuity. All nine drivers still have a valid contract for the 2013 season or their contract was extended. For six of the nine drivers, the 24-hour race at Daytona on 26 January marks the start of the new season. Joerg Bergmeister drives a Porsche 911 GT3 Cup for The Racers Group. With Kevin Buckler’s squad, Bergmeister scored a sensational overall victory at Daytona in 2003 at the wheel of a Porsche 911 GT3 RS. Marco Holzer competes for Alex Job Racing, Marc Lieb again joins forces with Brumos Racing and Richard

Lietz drives for last year's winner Magnus Racing. Patrick Long goes racing for Park Place Motorsports and Patrick Pilet competes for the NGT team.

For the Porsche Juniors Michael Christensen and Klaus Bachler the race in Daytona marks the first time in their career that they contest a 24 hour race. Christensen receives support in his campaign from Christian Engelhart and Porsche Cup winner Nick Tandy for the Konrad Motorsport team with whom he contested the Carrera Cup Deutschland in 2012. Bachler is competing for Snow Racing.

GO

Please note: Photos highlighting Porsche Motorsport are available for accredited journalists from the Porsche Press Database under the internet address <https://presse.porsche.de>. On this website you can also activate the **Porsche Motorsport SMS Info Service** to receive the latest news and information from race tracks around the world via text messages.

Text and photographs by Porsche.

...continued from page 33

Text and photographs by Porsche.



Keeping The President and Past President in Yellow!



Jay Gratton and Matt Romanowski sporting their new yellow sweat shirts. Wonder where they came from?





Jeremy's MacLeod's 40th Birthday Present - 2003 Boxster
He looks forward to topless motoring!



I saw the photo of the red '74 911 in the current Northlander, and it made me think of a favorite photo with my 911 so I thought I'd share.

Car is an 86 Carrera, the photo was taken last June.

Thanks, and good luck with the Northlander!

Audi

NCR - Berthold Celebration

Photographs by David Churcher and Ivy Cowles



A great time was had by all during this special celebration dinner that included great NCR friends.

From left to right - Joe Kraetsch, Judy Hendrickson, Miriam Dunster, Ivy Cowles, David Churcher, Hank Cowles, Berthold Langer, and Lisa Roche . It is not all about the cars but yet about the people. (of course the food too).

David Churcher chose the wonderful location of the Blue Moon Restaurant in Exeter NH. If you have not been there yet it is a must try. What great food and a spectacular atmosphere.

We are already thinking about where the next dinner will be when Berthold returns from Germany - Although I think a return to this same restaurant may be in order.

Thank you everyone for a great time and Joe I am sure glad you are on the mend.

Happy New Year!

Additional Photographs on next two pages...

NCR - Berthold Celebration #2 December 2012.



Above - Hank, Berthold, and Lisa enjoying a great time at the Blue Moon in Exeter. Photograph taken with Ivy's Cell phone.

Below - Lisa, Joe, and Judy making the decision on the perfect juice selection. Photograph taken by David Churcher



Blue Moon Restaurant Cont'd..... December 2012.



Joe Kraetsch recuperating from major surgery was able to join us for this festive event. He looked handsome as ever!
Below - Miriam Dunster sharing conversation with Ivy Cowles about the Holidays upcoming events.



Lets Hope This Never Happens Again!

2009 article by Ivy Cowles _____

Ice Storm of 2008 – Ivy Leonard

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 our North Country Region 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.

Ice Storm of 2008 – Ivy Leonard

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 OK. 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!

Northern European Automotive, Inc.

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N.E.A. Founder Tim McLean has partnered up with friend and NCR/PCA member Steve Robbins. As a new owner and General Manager, Steve will focus on client service and business development.

“I joined Tim because our new 8,000 square foot state of the art facility, central location, advanced training, and massive technology investment is prepared to provide exceptional automotive tuning, repair, and maintenance to the Capitol Region and beyond. We have started the process of creating a very special destination for our fellow automotive enthusiasts. Please stop by to see the difference.”



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Hampshire
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Edgar Broadhead

The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspections prior to the event. The Tech Inspection is NOT ALWAYS a free service.

Name	Position	Phone
German Auto Service, Inc.	Maine	☎ 207-282-3013
Ayer European Auto Restoration	Maine	☎ 207-582-3618
Autosportnortheast	Maine	☎ 207-698-1000
Exotech	New Hampshire	☎ 603-382-3599
Sports & Vintage Car	New Hampshire	☎ 603-675-2623
Loader Imports	New Hampshire	☎ 603-887-0911
Series 900	New Hampshire	☎ 603-883-0090
Porsche of Nashua	New Hampshire	☎ 603-595-1707
Blair Talbot Motors	New Hampshire	☎ 603-740-9911
Precision Imports	New Hampshire	☎ 603-624-1113
AVA Restoration	New Hampshire	☎ 603-563-8910
JSP Motorsports	New Hampshire	☎ 603-477-9738
Continental Automotive Repair Service	New York	☎ 845-356-2277
Auto Union	Vermont	☎ 802-223-2401
Green Mountain Performance Co.	Vermont	☎ 802-775-3433
Eurotech	Vermont	☎ 802-660-1900
Rennline Inc	Vermont	☎ 802 893 7366
The Metric Wrench	Vermont	☎ 802 751 8577
Heads Up Motorsports Inc.	Vermont	☎ 802 888 2636
The Boston Sportscar Co. LLC	Massachusetts	☎ 781 647 7300

This list is dated August 27, 2012



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www.blackriverdesign.com

SALE: Pristine **2006 AUDI TT**; 4-cylinder turbo quattro 6-speed; 90k miles; belts done at 76k; oil every 3000 miles (of course). Phyllis Stibler. Car is at Blair Talbot Motors 603-740-9911. \$15,500



Sale: 2000 Porsche 911 Coupe. Only 63,400 miles. 300 HP, 6 speed, totally stock. factory options include: Xenon headlights, Navigation System, 6 disc CD Changer, 18" Sport Classic wheels, heated full power seats, AC, PS, PW, PL, PSM, Rear wiper, power sunroof, cruise control, and more. Black Metallic with Gray leather. Clean Carfax, never hit. stored indoors and never seen snow. \$22,900 or BRO (may consider trades) contact Michael Lucci 603-718-5581 or email porschepoor@gmail.com



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183 Faltin Drive, Manchester, NH 03104 Toll Free: 1-800-464-2031 | Phone: (603) 624-1113
Hours: Monday-Friday 7:30am-5:30pm

CARS FOR SALE:

1977 911S Ice Green Metallic over Cork non-sunroof coupe. Matching numbers with COA, VIN 9117202912. Purchased 09/2004 from first owner's family with 35,059 miles, less than 10,000 miles since then, records since acquisition. Believed to be original paint throughout (possible exception of passenger door?), outstanding interior, matching cocoa mats. A/C disconnected, all original parts, manuals, included except thermal reactors. Excellent Preservation Class candidate. Contact Hank Cowles @ (603) 742-4000 (Dover NH) or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$21,500, add \$500 for test drive with Ivy. Pictures and more details available upon request.



Books: (\$50.00 for the lot)

Porsche by Randy Leffingwell - paperback, Porsche by Chris Harvey - hard bound, Porsche by Michael Cotton - hard bound, Porsche by Nicky Wright - hard bound, Porsche by Susann Miller - hard bound

Prints: (\$200.00 for the lot) - individual photos available.

Porsche race car by P. Hearsey - ZONE 1 class winner award
 911 GT1 winner 98 Le Mans by Susanna Weber - NER region class winner
 356 Roadster at North Andover commons by Susanna Weber - NER region - class winner



All of these prints were awards that my car won at Zone and regional shows. Victor Oliver (508) 888-8435

CARS FOR SALE:

1986 Carrera Targa, guards red/blk int, 34,000 mi, immaculately maint orig car. Garaged, no smoke, no winter, no accidents, new tires, orig Blaupunkt stereo, tools, cover, storage. "skates", \$33,900. Must see this time capsule.

Dana Lynch, Dover NH. 603-674-6864 or email: danahasmail@gmail.com



MART

1984 chassied 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass body panels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com mailto: bigcheese@consumerprofilesinc.com. \$40,000.00 obo. Pictures and more details available upon request.



1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email Ivy@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO



1980 911 SC white / black leather. CA 91AO141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

I am the owner of a yellow **1977 924**. This car has been owned by our family twice and spent time in Vt in-between. I am too busy to put work into this old girl (install front fenders that I have for it and tune-up), and with two small children don't have the time either. I am not hard-up to sell this but don't want to watch it rot....if anyone has a similar car or needs a project first \$1000 takes it... Harold Lamos veggieh@yahoo.com

SALE: 1990 944-S2 Coupe Track/Street car - black on black. Race Ready, fitted with Koni Sport Shocks with Front Coil Overs, beefed-up, sway bars; also 6-pt. safety harness and fire extinguisher. Has custom trailer-hitch for track tire trailer. Also comes with an extra set of wheels with snow tires, and a cover. Mileage = 177,000 with new head and valve job and new belts and tune-up. Asking \$5,900. Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.



WANTED: Tiptronic-equipped '95 vintage 993, preferably a C-4, but will consider alternatives. Also interested in factoring into a deal the trade of my '95 993-C4 and/or my '90 Street and Track 944-S2 (for sale, see ad). Call Jack Saunders at 603-536-4275 or email him at osaunders@myfairpoint.net.

ITEMS FOR SALE:

Bridgestone Pole Positions RE050A 225/45/17 and 255/40/17. Fronts are almost new and the rears are in great shape. The came with my car and I have been saving them as "wets" but I'm just not using them. \$425 for the set of 4. email pgr928@yahoo.com or call Pete 603-505-0910

914 6cyl conversion package - 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxer/996 center console - \$200 ... Gray and silver boxer/996 e brake handle - \$150 ... Gray and silver 6 speed boxer s/99 shift knob - \$75 ... Boxster S front bumper for normal boxer/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter - new - \$45 ...944 series pair of engine mounts - new - \$60 All parts are in Contocook/Hopkinton, NH frank.sanford@us.army.mil

SALE: '80 Mazda RX7 alloy wheels (2) with snow tires \$250 ... DavidChurcher@comcast.net, 603 799 4688

Do you have a photograph to go with your ad? If you have a high resolution photograph which is also a nice graphic then send it to *Northlander*. We plan to run a few such photographs with The Mart.

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BTW



Northlander advertising rates:

Back Cover ½ page - Color	\$96.00/mo.	\$1152/yr.
Inside front cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside back cover: Permanent (non-rotating)	\$125.00/mo.	\$1500/yr.
Inside front/back cover: Rotating full page ads	\$90.00/mo.	\$1080/yr.
Both of these options will receive the second page 1 month per year as a marketing article. (ea: 2 page spread)		
Full page - non rotating	\$85.00/mo.	\$1020/yr.
½ page - rotating	\$60.00/mo.	\$720/yr.
This option will allow the use of page 1 as ad placement and detailed marketing article at least 1 month per year. (May allow for more according to number of ½ page ads placed. ½ page ad - ½ page marketing promo=full page spread. - ¼ page - rotating		
	\$50.00/mo.	\$600/yr.
This option will allow the use ½ of page 2 as ¼ ad placement and ¼ marketing promo. This will allow for 2 of the ¼ page ads with marketing promo have to appear in one month.		
1/8 page/Business Card	\$15.00/mo.	\$180/yr.
Advertising contracts are for one (1) year (12 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card and 1/8 page ads are billed once per year in November. We are happy to accept new advertiser's part way through the year.		

For those that did not recognize those eyes, it is Damon Josz in the earlier photograph!

NEXT MONTH

**Yankee Swap
Tech Sessions**

PHYLLIS L. STIBLER, ASID
President

NCIDQ #001920

phyllis@stibler.com



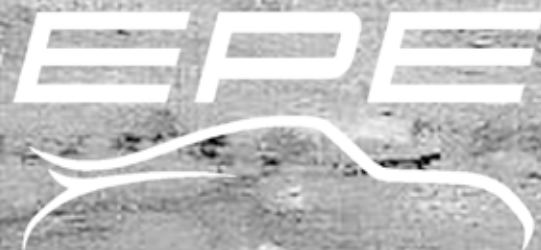
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Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.

- * **CHANGE THE OIL AND FILTER**
- * **FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- * **CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- * **OVERINFLATE THE TIRES TO 50%**
- * **LEAVE THE WINDOWS OPEN 1 INCH**
- * **INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- * **LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- * **WASH AND DRY THE CAR**
- * **APPLY A FRESH COAT OF WAX**
- * **REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- * **MOVE THE CAR TO A DRY LOCATION FOR STORAGE**

PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.



NORTHLANDER

Volume 36 Number 1 January 2013

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