

condagrün POR 222

756,5 g M	96	dunkelgrün	100,0 g Sikk. 705-15
861,5 g M	25	weiß	812,0 g M 96 dunkelgrün
946,5 g M	40	chromgelb	910,0 g M 25 weiß
1000,0 g M	40	chromgelb	1000,0 g M 40 chromgelb

1970

Northlander

elfenbein hell POR 6804

979,0 g M	25	weiß	100,0 g Sikk. 705-15
985,0 g M	2	schwarz	994,0 g M 25 weiß
999,0 g A	136	goldocker	997,5 g M 2 schwarz
1000,0 g A	135	braun	999,5 g M 5 ecker
			1000,0 g M 75 rubin

1968

irischrün POR 213

536,5 g M	2	schwarz	100,0 g Sikk. 705-15
826,5 g M	68	dunkelgrün	658,5 g M 2 schwarz
875,0 g M	40	chromgelb	878,0 g M 68 dunkelgrün
990,0 g M	25	weiß	983,5 g M 40 chromgelb
1000,0 g M	8	rotbraun	1000,0 g M 25 weiß

1970

blutorange POR 01B

946,5 g M	83	rotorange	100,0 g Sikk. 705-15
973,5 g M	2	schwarz	924,0 g M 83 rotorange
983,5 g M	25	weiß	973,0 g M 40 chromgelb
1000,0 g M	45	hellrot	994,0 g M 2 schwarz
			1000,0 g M 25 weiß

1970

signalgelb POR 114

973,5 g M	39	chromgelb	100,0 g Sikk. 705-15
991,5 g M	38	orange	976,0 g M 39 chromgelb
1000,0 g M	2	schwarz	994,0 g M 38 orange
			1000,0 g M 2 schwarz

1970

129 - 11.81 - Printed in Germany

hellgelb

POR 117

587,5 g M	25	weiß	100,0 g Sikk. 705-15
956,5 g M	40	chromgelb	881,0 g M 25 weiß
993,0 g M	96	dunkelgrün	997,8 g M 40 chromgelb
1000,0 g M	2	schwarz	1060,0 g M 96 dunkelgrün

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June 2006 Volume 29 Number 6

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On the Cover...
Factory Color Chips,
1968 and 1970

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CALENDAR

JUNE

- 9-11 - Fri-Sun Zone 1 Watkins Glen Club Race,
Watkins Glen, NY <http://zone1.pca.org/>
- 13 - Tuesday **NCR Board Meeting**
Cat 'n Fiddle, Concord, NH president@ncr-pca.org
- 17 - Saturday NER- AX #1,
Ft. Devens, MA www.porschenet.com/auto-x.html
- 23-25 - Fri-Sun Zone 1 48 Hours DE at the Glen,
Watkins Glen, NY <http://zone1.pca.org/>
- 29 June-1 July Porscheplatz during ALMS
Lime Rock Park, CT <http://zone1.pca.org/>

JULY

- 1 - Saturday **NCR -AX #3**
Ft. Devens, MA autocross@ncr-pca.org
- 2 - Sunday NER -AX #2
Ft. Devens, MA www.porschenet.com/auto-x.html
- 9 - Sunday **Porsches in the Park**
Greeley Park, Concord Street
Nashua NH charity@ncr-pca.org
concours@ncr-pca.org
- 11 - Tuesday **NCR Board Meeting,**
Cat 'n Fiddle, Concord, NH president@ncr-pca.org
- 21-23 - Sat-Mon **NCR/CVR, NHIS**
Loudon, NH driver-ed@ncr-pca.org
- 22 - Saturday **Charity Laps**
NHIS, Loudon, NH charity@ncr-pca.org

AUGUST

- 4-6 - Friday-Sunday **NCR/CVR DE, LCMT**
Mont Tremblant, Canada driver-ed@ncr-pca.org
- 6-11 - Sunday-Friday 51st Porsche Parade, Portland, OR Portland Region
- 17 - Thursday **NCR Board Meeting,**
Cat 'n Fiddle, Concord, NH president@ncr-pca.org
- 26 - Saturday **NCR -AX #4**
Ft. Devens, MA autocross@ncr-pca.org
- 27 - Sunday NER AX #3
Ft. Devens, MA www.porschenet.com/auto-x.html

Note: Please watch this space or check the website at www.ncr-pca.org for any changes to the club calendar.

FROM THE DESKTOP

By: Bill Kallgren - Editor



Welcome to the June edition of the *Northlander*, the entire staff at the *Northlander* hopes you enjoy it. My month of May has been very busy so this edition is just slightly late. The first week of May I was lucky enough to be in sunny San Diego on a brief vacation. Janis had to work and I got to spend the week with Annika. By good fortune, my Mom was also able to join us. I enjoyed a few days off, took one day to visit clients and had a really great time. We enjoyed the San Diego Zoo, Sea World and Wild Animal Park. Having a three year old, this was a whole lot of fun. Of course the weather was perfect, sunny but not too hot and cool in the evenings.

Cinco De Mayo was also big happenings in the old town of San Diego. Annika and I did some seal spotting in La Jolla where a colony of seals has taken up residence causing friction with the Californians. I wanted to stop in at Symbolic Motorcars, but unfortunately Annika thought that checking out the Ferraris and Aston Martins was not a good idea and wanted to get an ice cream.

After the week in San Diego, I headed up to the San Jose area for work. I had Sunday off and took the rental car out to Half Moon Bay. On my journey I happened across a little sign near the top of one of the ridges that read "Scenic Drive" so I took it. This little scenic road was called Skyline Blvd and turned out to be a fantastic little driving road. I pulled off at an overlook to admire the view passing by...Porsches including 996 twin turbo's, 993, and Boxsters abound. Not only new machinery, but also some vintage pieces including some hot rod early 911s and several 356s. The fanstatic cars taking advantage of the fine weather

were not limited to German steel and alloy, but also included a few MGs, Jaguars and Ferraris. I felt I was at a moving car show. Overshadowing the cars however were the motorcycles. All types, all makes well represented. My favorite marque, Ducati, being more than well represented including the new Paul Smart retro replica. In some places the switchbacks numbered more than 20 per mile, it was a motorcyclist paradise and a lot of the riders were on the gas!

The coppers were noticably absent, except at one spot where rain had caused a small sinkhole. Two cruisers were stationed a hundred meters on either side of the hazard and they were kind enough to mark the actual sink hole with plenty of flares. Used to New England winters, this pothole was less than memorable. The lush redwood forest did a good job of casting shadows so I have to admit it may have been hard to see, particularly from the seat of a speeding motorcycle.

At a cross roads I found a little lunch shack and no fewer than 300 motorcyclists enjoying a brief break and snack, this at about 3:00 in the afternoon, I wonder what the lunch crowd was like!

From San Jose, I popped down to Phoenix AZ for a few meetings. If I had known the ALMS series was in town I would have definately tried to hook up with Jerry Austin. You can read all about Synergy Racing and Jerry's continuing track adventures elsewhere in this edition. Read and Enjoy.



FROM THE PRESIDENT

By: Janet Leach - President



Now that the drenching rains have stopped, I hope you are drying out and didn't sustain any damage from the May storm. I know some of you had to be evacuated from your homes for a short period of time and others probably had to change your commuting route due to road closures. This storm was very disruptive to many. NCR's AX#2 was cancelled, and I'm glad the club didn't have any rallies scheduled. That would have meant retracing routes several times to ensure that the roads were all passable. The pictures in all forms of media – TV, newspapers, Internet — were incredible. Some places will never be the same. Our roads in New Hampshire were already in tough shape due to the cold winter, and now some don't even exist anymore. Try to avoid the potholes and cracks so you don't need a realignment!

In addition to the *Northlander* and our website, North Country Region has two e-mail groups: NCR-News and NCR-Members. NCR-News is a "one-way" communication medium; only designated NCR board members can send mail to this group. The NCR-Members mailing list is open to all NCR members. Use it to discuss any topic that you think will be of interest to other NCR members. Once you've joined you can send mail to all list members by e-mailing ncr-members@ncr-pca.org. The message will be automatically forwarded to all current mailing list members.

To subscribe to either the NCR-News or NCR-Members e-mail groups (or both), send an email to NCR-News-request@ncr-pca.org or ncr-members-request@ncr-pca.org with a subject of

"subscribe" (no quotes), or go to the website (www.ncr-pca.org). From the Website pulldown menu at the top of the home page, choose "Mailing Lists" and either NCR-News or NCR-Members and following the steps. Once you have subscribed you should receive an e-mail back from the list server asking for confirmation that you wish to join (this is to prevent someone else from being able to add your name to the list). Follow the instructions in the e-mail and within a couple of minutes you should be a member. To unsubscribe, change your e-mail address, have your password e-mailed to you, or change user options, go to the very bottom of the [NCR-News](#) or [NCR-Members](#) web page, enter your e-mail address into the last box, and click on *Unsubscribe or edit Options*. Tracey Levasseur, the co-editor of the *Northlander*, is now sending out monthly summaries of upcoming events to the NCR-News e-mail group. She received many bouncebacks on the last mailing, so if your e-mail address has changed, please update it on this page on the website.

Ivy Leonard has joined the board as Social Co-Chair, working with Steve Robbins on planning events for our members. Ivy is a welcome addition to the board and to the club; she became an NCR member last year and has already participated in rallies and the Car Control Clinic. She presented some fun ideas for summer events.


continued on page 7

THE STARTING GRID

By: Lisa Roche - Membership

The driving season is in full swing. If you are new to the club, check the event calendar and come on out for an event, you will not regret it.



<p>New Members:</p> <p>Grant K. Cumming Deerfield, NH 1993 911</p> <p>Michael J. Glick Judith Glick Center Ossipee, NH 1965 356</p> <p>Pete Hodgkins Sue Hodgkins Bow, NH 1997 Boxster</p> <p>George A. Rassias Nashua, NH 2006 Boxster S</p> <p>Brian P. Raynes Lindsay M. Raynes Durham, NH 1980 911 SC</p>	<p>1 Year (cont):</p> <p>John C. Hart Tracy B. Hart Nashua, NH 2004 911 GT</p> <p>Douglas R. Horrocks Bedford, NH 1999 911</p> <p>Peter R. Perrault Nashua, NH 2003 Boxster</p> <p>Jay S. Seaton Darlene Seaton Waltham, MA 2005 Boxster S</p>	<p>10 Years:</p> <p>Thomas Hodgdon Cheryl Hodgdon Croydon, NH 1986 911</p>
<p>1 Year:</p> <p>Thomas L. Ciardelli Anthony Ciardelli Hanover, NH 2005 911 GT</p> <p>Richard D. Demaine Nancy Demaine Windham, NH 2001 996</p>	<p>5 Years:</p> <p>Tyson Duve Cathy Duve Windham, NH 1994 911</p> <p>William S. Jennings Joyce Jennings Wolfeboro, NH 2001 911 T</p> <p>Al Simoes Alex Simoes Laconia, NH 1979 911</p>	<p>15 Years:</p> <p>Charles H. Burnham Frederick Burnham Strafford, NH 1982 911 SC</p> <p>David J. Day David Day Jr. Portsmouth, NH 1980 911</p> <p>John F. Pomykato Jennifer C. Pomykato Hampstead, NH 1986 911</p> 

From the President...continued from page 5

If you have an idea you would like the club to pursue, please contact Steve and Ivy at social@ncr-pca.org

NCR is in need of a Co-Webmaster. Nick Shanny needs assistance; he has a very busy workload between his business and keeping our website current. If

you would like to get involved in this very visible communication tool of the club, contact me at president@ncr-pca.org. Please see the job posting under the Help Wanted section.

Find some dry, smooth roads and take your Porsche out for a spin!



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Aug 5-7 Across the Border w/ CVR -
Le Circuit Mont Tremblant

Sept 7 Lime Rock Fun Day - Lime Rock Park

Oct 16-17 Spring is a Long Time Coming - NHIS



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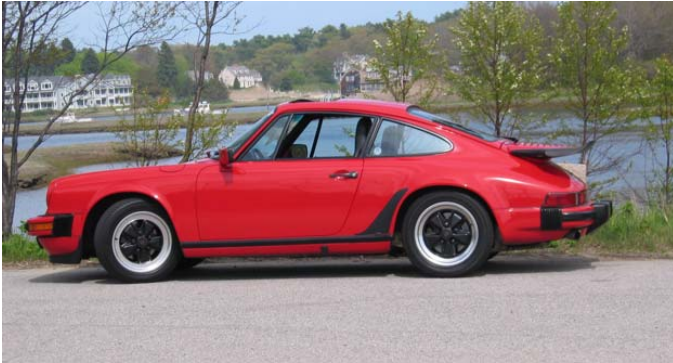
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THE ICONIC PORSCHE 911

By: Mark Ettinger - Contributor



“The more things change, the more things stay the same.” The Porsche 911 is a classic example of this. This seminal car was first introduced in 1963 at the International Automobile Exhibition in Frankfurt, Germany. It has always been a superlative athlete with great DNA.

When comparing an older 911 to a brand new one, the family resemblance is striking. The son certainly looks like his father. This is the result of a timeless design and Porsche’s evolutionary versus revolutionary strategy. Children still react with huge smiles when they see one. This car has always had the “Moses effect.” Other motorists tend to clear out of the fast lane on the assumption that this car is probably going fast.

All 911s tend to be top shelf performers that are very reliable and usable on a daily basis. They tend to last well and are usually quite good at retaining their value. Their racing heritage is unmatched with over 23,000 victories in the past forty plus years.

Over the past 30 years I have been fortunate enough to drive numerous Porsches. It is always an exhilarating

experience. A number of years ago I decided that it was important to listen to my inner voice, which had been demanding the same thing for decades. Buy a 911. After some significant searching,

I found a stunning, red 1986 911 Carrera in Columbus, Ohio. Like any proud new parent, I was thrilled to bring that baby home.

I recently had the chance to drive a 2006 911 Carrera S. The similarities between the two cars, separated by 20 years, were numerous and profound. Porsche has adhered to a rear engine design incorporating horizontally opposed six cylinder motors. The windswept shape with its bulging fenders, the large tach prominently displayed immediately in front of the driver, the extremely comfortable and supportive seats dressed in high quality leather are all perfectly executed.

In general, 911s have gotten faster and more sophisticated with each model revision. That is not to say that older 911s are slow, this could not be further from the truth. At any given time, over the past forty years, 911s have always been amongst the fastest cars available.

Despite the numerous similarities, there are differences. The 86 is anything but subtle with its enormous whale tail rear spoiler and brilliant Guards Red

paint (otherwise known as Arrest Me Red). The engine is air-cooled which helps contribute to a raucous exhaust note. Driving the car always reminds me that this car wants to go fast, all the time. It does



not like to idle. There is a delightful edginess to this car, a sense of purpose and urgency that is highly focused and single-minded. To extract this car's full potential requires a plentitude of revs to keep the engine in the thickest part of its power curve. Driving this car at speed is a very rewarding experience when done correctly. It takes some practice. Lots and lots of practice. It is probably one of the hardest cars to drive fast for the inexperienced. Being rear engined and rear wheel drive means that the rear end can get away from you very quickly unless you are crystal clear regarding its very particular driving manners. Once familiar with this car, it is pure and simply a joy to drive.

The factory brochure from 1986 describes it this way. "The newest Porsche 911 Carrera is neither flashy nor trendy, it is refreshingly timeless. It is a classic in its own time." It goes on to describe the car as "An automobile with no comparison."

The 2006 incarnation of the 911 is a highly refined and sophisticated car that now has a water-cooled engine. This car contains all the latest technological improvements: ABS, traction control, stability management and active suspension management. The end result is a car

that has computers at the ready to keep you safe and allow you to enjoy the car as Dr. Ferry Porsche had intended. This car is clearly faster, smoother and more confidence inspiring than its older brother. The manual transmission is now a six speed instead of a five with refreshingly much shorter throws.

This car is as comfortable cruising the beach as it is running hot laps at New Hampshire International Speedway. This versatility is almost unrivaled. Few cars can match this car in terms of comfort, luxury, engineering, and all out athletic prowess. Much of the tail happiness of the earlier car has been dialed out of the new 911. Porsche's Darwinian approach has created an uber decathlete. Its throttle response is instantaneous. The braking is just plain vicious. Handling is impeccable.

The 2006 factory brochure talks about the car as "A highly contemporary rendition of a legendary design." Also proclaiming "...unmistakable in its appearance. Uncompromising in its performance."

All Porsche 911s are special cars. If you're looking to buy one, purchase the newest example you can afford to ensure that evolution is working for you.



DIARY OF A TRACK JUNKIE

By: Jerry Austin - Contributor



two 997 GT3 GT class. We set up large awnings on all but the DP trailers, as they get a garage to work in. We unload 4 sets of wheels and tires per car, fuel rigs, lots of spare parts, a number of large toolboxes and three "crash carts." At this point, about 7 pm, we start working on the cars. At 9:30 (actually 12:30 eastern time) we leave

the track, eat something and get to bed.

As many of you know, I joined Grand American team, Synergy Racing, last year to be a mechanic on a 996 GT3 Cup car. I recently took over as the crew chief on the 81 GT Porsche. This car is owned and driven by Steve "Mad Dog" Johnson, a New England Patriot in 1989. I agreed to this position with the provision that they would train me in the engineering aspects of set-up of this type of car. The job sounds glamorous, but read on.

Thursday May 4

Wednesday May 3

I leave my house at 4 am to drive 1.5 hours to the airport to fly from Tampa to San Jose, CA. After arriving around noon, I meet 3 other team members and drive 1.5 hours to the hotel, drop off the bags and then drive 30 minutes to the track (Laguna Seca). Grand Am does not allow unloading of any trailers until all rigs are parked, so we stand around for a couple of hours before unloading can begin. The team brings three tractor-trailer rigs to transport one Daytona Prototype, one 997 in the GS class and

Up at 6am (woke up at 3, which is really 6 EST), eat breakfast, team meeting at 7 am, then drive 30 minutes to the track. We go over the car finishing a "to do" list as it arrived from the shop. On the track at 10:45 for 1.5 hours of testing. During this session, we drive 4 to 6 laps and adjust on the car to try to improve handling. Our car had Ohlin 3 way adjustable shocks; the factory shocks are not adjustable. During the session, we adjusted high-speed compression, low speed compression and rebound a number of times. We also adjusted the wing angle, tire pressures, sway bar settings and the front ride height. The 997 Cup car is extremely sensitive to front ride height setting. Grand Am requirement is about 15 mm higher on the front than the factory recommendation, so the geometry of the suspension acts differently than Porsche designed it to. After testing, we sit with the drivers and discuss the handling and



through the same drill, adjusting etc during the session. After the session, I meet with the drivers, engineer and other crew chief to discuss the next steps. (During all of these sessions I try to keep good notes to track the problem, changes made, and the results, in an attempt to increase my knowledge). Back to the trailer to

determine the next plan. We prepare the car to go through “tech inspection” at 1 pm: done about 1:45. Back to the trailer and put the car on the scale pad to adjust ride height, camber and toe. This is an iterative process because changing ride height changes camber and toe. Adjusting camber, changes ride height and toe, get the picture. After the alignment is completed, the car is put up on its air jacks and a “nut and bolt” is performed to attempt to locate anything that has loosened. The car is cleaned inside and out. I leave my car for a while to assist with an engine swap on the other 997 Cup. Back to my car to finish Thursday’s “to do” list and leave the track at 9:15.

clean the car, change the rear springs, “nut and bolt” and make adjustments as a result of the debrief meeting. Our next practice is from 2:30 to 3:30. We do fewer changes this session and more emphasis on the drivers improving their times. After practice, we debrief with drivers, change the rear springs, nut and bolt, clean the car. The car goes back on the scale pad for fairly significant changes in ride height, camber and toe settings and then leave the track about 9:30.

Friday May 5

Up at 6, meet at 7, at the track at 7:45. Finish prep on the car for the first practice is 10 to 11:30. We go





Saturday May 6

We skip the morning meeting and go to the track early (opens at 7 am) to prepare for an 8:45 practice. I meet with the drivers and discuss the changes made from the last test session and we make a plan for the 30-minute test session. After the test, we clean the car and make minor changes. At 11 am the 30-minute qualifying race is started. Our car qualified 13th out of 18 cars, disappointing results, because the car did not handle as well as it did in the morning test. After qualifying we put the car back on the scale pad to make more adjustments to ride height, etc. In addition to the normal cleaning, we changed brake pads so they could be bedded in during Sunday morning practice. We leave the track around 7:30.

Sunday (Race Day) May 7

We get at the track at 7 am to prepare for a 30-minute practice session. The car seemed to get worse during this practice. Back to the scale pad to adjust ride height and corner weights. A more thorough nut and bolt is performed pre-race. Brakes are bled, oil checked, coolant checked, etc. I make a quick trip to the pits to insure they are set up to meet our needs and then return to the trailer and meet with the other crew chief and team owner for a “race strategy” meeting. The drivers and I discuss the race strategy and the first driver takes the car to the grid. The race starts at noon and will run 2 hours 45 minutes. Our strategy is to attempt to do the race with only one stop for fuel, tires and a driver change. In order to do that, there needs to be at least 20 laps under caution (caution laps consume half as much fuel as racing). My job during the race was to manage the car and make the deci-

sions about when to pit, etc. This was the first race that I had full responsibility so I was a bit nervous. As the race went on, and we had some yellow laps, I decided to pit earlier than I probably should have, in retrospect. When the driver came in, he went about 4 feet past the “lollypop” which created a bit of havoc because tire changes had started when we determined that the car needed to be rolled backwards 4 feet. It wasn’t a very good pit stop. Luckily, I don’t think it affected the outcome of the race. We pitted again about $\frac{3}{4}$ through the race to take on 8 gallons of fuel. We finished the race in 13th position, the same spot we started the race. Although it was disappointing, I’m not sure we could have finished any higher because we were about 1.5 seconds slower than many of the lead GTs. I personally learned a lot which will help in future races.

After the race we loaded as much as we could in the trailer. Some tools were left out to work on the cars Monday, to prepare for Phoenix. I left the track at 5:30 to head to the airport to fly home. I take the red-eye from San Jose to Newark then a connecting flight to Tampa. I arrived home at 12:15 Monday afternoon. I’ll leave home at 4 am on Wednesday for the race in Phoenix. Although this may sound grueling, and it is a lot of work, I am really enjoying the new responsibilities and the opportunity to learn so much about engineering the Porsche 997.



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ASK THE EDITOR

By: Bill Kallgren - Editor

Dear Editor Kallgren,

What is your favorite color?

via e-mail

Dear Reader,

Thanks for such a provocative question. The question of favorite color brings me back to childhood days where this question seemed to come up quite frequently. The answer is as deep as the ocean. My favorite color has to depend on where the color is being applied. I believe your real question is "What is your favorite Porsche color?" Ah, now this is a real question. There are a wide number of colors which my favorite marque has been made available. Again, it is important to put into perspective, are we talking about 356s?

914s with angular lines lend themselves to different hues. The 911 can be had in the early "long hood" version or later "short hood". There are 924s, 944, 928s, 964, 968, 993, 996, Boxsters, race cars, the list is almost endless in variety.

I recommend the following website www.elferhelfer.com/farben.htm for a comprehensive guide to colors for the early 911. With provocative names like Bluntorange, Hellgelb, Vipergrün it is really hard to decide a favorite color. Today, in my current mood, I think my favorite is Signalgelb (signal yellow), kind of a strong statement. Simultaneously brash and classic, apparently fitting for a hot spring day.

Thanks for the question.

Bill Kallgren



AUTOCROSS

By: Joe Kraetsch - AX Co-Chair

The first autocross of the season is history. We had good weather, starting out sunny, and turning mostly cloudy as the day went on. We had no rain but there were snowflakes in the air as we were leaving!

A challenging course was set by John MacDonald, NER member and course designer for BMWCCA and SCCA. John is also an experienced instructor and although he was unable to compete, he was also kind enough to instruct for the remainder of the morning. Thank you, John, for your unselfish help and generosity.

We heard a lot of positive feedback on the course. The course had a nice variety of elements that flowed well but was definitely challenging and forced you to think ahead.

We had a light turnout and finished the day early with eight runs for everyone. The newly revised Strict Stock class was our largest class with Steve Ross and David Keimach battling for first all day. Dave took the win on his last run of the day. Class 12 saw a tight battle between Scott Eggimann and Hank Black in the same car with the owner taking the trophy. The other close race was in Modified where Rick Russell and John Hanson (welcome back guys!) gave Ron Mann (in the wrong car) a run for his money. Charles Stromeyer took FTD and Dave Porter just barely beat Ollie Lucier (by 0.02 seconds!) for top PAX of the day.


Thanks to everyone who came out and played and a huge thanks to all the morning workers who worked extra shifts and to the volunteers who helped

out to make the event run smoothly. A big Thank You to Porsche of Nashua for sponsoring our autocross series.

NCR Autocross #2 was cancelled due to severe weather and flooding.

The next NCR Autocross is Saturday July 1, so mark you calendars and come out and play. This year promises a great variety of courses as we have lined up some very experienced course designers and instructors to help us out!

Upcoming Dates:

Saturday, July 1 
Saturday, August 26
Saturday, September 16



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Round #1 Autocross Results Sponsored by Porsche of Nashua

Class S: Strict Stock (Times are Pax factored)

1	David Keimach	2006 Carrera C4S	66.315
2	Steve Ross	2000 Boxster	66.830
3	David Smith	1998 Boxster	69.408
4	R.j. Giegerich	1989 Carrera 4	75.291
5	Miriam Dunster	1987 944	76.209
6	Suzy Ascher	2000 Boxster	80.625
7	Bob Jaffe	1995 911	81.737

Class 2: Production

1	Dave Porter	1987 924S	81.038
2	Joe Kraetsch	1988 924S	84.266
3	Lisa Roche	1989 944	85.981
4	Christine Zrimsek	1986 944NA	106.722

Class 4: Production

1	David Beningson	1987 944T	84.218
2	Kevin Bobbitt	1989 944 S2	85.237

Class 5: Production

1	Georges Rouhart	1993 968	86.177
2	Betsy Rouhart	1993 968	96.997

Class 7: Production

1	Chris Ryan	1984 Carrera 3.2	93.163
2	Jeff Johnson	1987 911	99.509

Class 8: Production

1	Oliver Lucier	1998 Boxster	78.625
2	John Leach	2000 Boxster S	82.934
3	Winfield Perry	2001 Boxster	85.164
4	Janet Leach	2000 Boxster S	88.047

Class 10: Production

1	George Skaubitis	1993 911 RS America	84.984
2	Janus Cole	1989 964	90.919
3	Vito Perna	1989 964	100.76

Class 11: Production

1	Judith Hendrickson	1995 993	88.239
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Class 12: Production

1	Scott Eggimann	2005 997S	81.246
2	Hank Black	2005 997S	81.592



Class 13: Improved 4

1	Stephen Smith	1983 944	86.711
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Class 14: Improved 6

1	Charles Stromeyer	1997 993 Turbo	78.488
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Class 15: Modified

1	Ron Mann	1970 911RS	79.378
2	John Hanson	1971 914	80.281
3	Rick Russell	1971 914	80.729
4	Jim Logan	1970 911	99.385

Class 16: Non Porsche (Times are Pax factored)

1	Cara Ness	2000 Mazda Miata	69.863
2	Dmitry Beliaev	2004 EVO8	71.061
3	Charbel Maroun	2004 EVO	71.866
4	Richard Demaine	1996 Mazda Miata	72.687
5	Christine Skaubitis	2003 MiniCooper S	75.178
6	Russ Levin	2004 Subaru WRX	76.170


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Porsches in the Park

Sunday, July 9, 2006

8:00AM – 2:00 PM

Greeley Park, Concord Street, Nashua, NH

Premier North Country Region sponsor, **Porsche of Nashua**, once again brings you the 10th North Country Annual Car Show. This year we move the venue to Nashua's Greeley Park, a classic city park with shelter from the sun and lots of grass for Porsches and space for young ones to play.



PORSCHE

There will be two competitive show categories to choose from for your Porsche: **People's Choice** and **Mystery Judged**.

In the People's Choice category there will be separate classes (subject to consolidation based on number of entries) for 356, 914/914-6, 924/944/968/928, 1965–1983 911, 1984–1998 911, 1999 & on 911, Boxster/Cayman, Cayenne, Porsche Race Car/Limited Production. Winners will be determined by number of votes cast. For the Mystery Judged category the judges will select an area (trunk, interior, exterior) to judge and announce the selected area to be examined. Entrants will then have 30 minutes before overall judging begins to refine their pre-arrival prep of that area. Emphasis will be on cleanliness and condition for this category. Judging forms can be found on the NCR website (www.ncr-pca.org) to help you focus your cleaning efforts prior to the event.

For those choosing not to enter their Porsche in either category or who are coming in the "family car", there is still an opportunity for you to get in on the competition for the day: a **Picnic Contest**. Awards will be given for Most Elegant, Best Food and Most Traditional. Please note, however, that **No Alcoholic Beverages** are permitted in the park, so keep your liquid refreshment suitable for the under 21 crowd.

Whether you choose to enter your Porsche in one of the competitions or not, we hope you will give it a buff and a puff and display it along with the competitive entries. Net proceeds from this year's show will benefit the New Hampshire Food Bank. While the NH Food Bank is a program of NH Catholic Charities, it supports over 350 food pantries, shelters, soup kitchens, day care centers, senior citizen homes and substance abuse treatment centers throughout the state whether secular or religious and without regard to religious denomination or affiliation (www.nhfoodbank.org) and is New Hampshire's only food bank. Net proceeds from the Car Show entry fees will be donated to the NH Food Bank. A representative of the NH Food Bank will be present to accept additional cash or unopened boxed or canned food donations.



The entry form can be found in this issue of the Northlander as a pull out flyer or on the NCR website: www.ncr-pca.org.

Directions to Nashua's Greeley Park: Take Exit 7E off the Everett Turnpike, pull onto Amherst St, east (Rt 101A east), take a left at the traffic light (Shell station on right after the light) onto Henri Burque Highway (Rt 3N), go 1.3 miles, take a right at T intersection onto Concord Street, proceed .4 miles and take left into Greeley Park at the Porsches in the Park sign. Follow instructions from NCR parking assistant.



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Many of our clients use their Porsches every day and some only for weekend pleasure. Perhaps you've seen Porsches we service and maintain displaying our **EPE** logo, either on the street or on racetracks around the country. The owners of these cars enjoy the benefits of a "banner rate", a 10% discount on all service labor costs just for displaying that tasteful emblem.

The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
Jerry Pellegrino

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NCR BOARD WERKES

Doug McIninch, Secretary



NCR/PCA
Meeting Minutes
March 14, 2006

On March 14, 2006 four Board members and six Club members met at the Foxfire Grille in Epping, NH to conduct business.

President's Remarks/ Correspondence: Janet welcomed all present and made a few remarks concerning the newsletter competition and submission date in April.

Vice President's Report: Miriam reported that she is still missing some of the 2005 attendance/insurance waiver forms from certain events. In an effort to ensure that the event chairs submit these forms on a timelier basis she is "considering" delaying the required insurance forms for "certain" 2006 events until the 2005 attendance/waiver forms are turned in by the recalcitrant event chairs. This severe measure might prevent a scheduled event from going forward. Notice will be given before enacting this policy.

Secretary's Report: The minutes of the February meeting were accepted as distributed.

Treasurer's Report: The financial reports by Pete Peterson were reviewed, discussed and accepted. Pete pointed out there is particular concern over the lack of DE registrations and the impact of a low turn out on the club financials. Leadership is needed in seeing that the upcoming events are fully advertised or displayed in *Panorama* as well as in the *Northlander* and on the website.

Membership: N/A. It was noted that PCA has moved its offices resulting in interruptions and more of the typical

lack of timely information on membership. PCA promises that this interruption is temporary and service to the regions will be enhanced soon. This remains to be seen.

Northlander: In Bill's absence Janet reported that the *Northlander* is close to being delivered to the printer.

Advertising: Judy Hendrickson reported that the advertising invoices had been mailed and payments are being received. She is continuing in the temporary role as "collections manager" pending the recruitment of an Advertising Chair.

Website: Nick provided his report electronically. Online event registration is up and running for the year. DE and AX have new "tools" for adding new events to the online registration process. The Webmaster needs more information to be able to add the CCC to the online registration program. He is also looking for photos of a suitable Porsche of the Month.

Safety: The Tech Form is being revised. Z-1 is requiring a "seat policy" for its events. For NCR track events, a car having stock seats and a five point harness will require that the three point belts be used in conjunction with a five point harness. Miriam Dunster will be printing helmet inspection stickers showing the date.

AX: The first AX is April 22, 2006. Joe is updating the AX pages for the Website. Online registration is up and running. The on site registration fee is



\$30 and online pre-registration fee is \$25.

CCC: A chair person is still needed although several club members have volunteered to help in the leadership of this important event for our newer drivers. It was voted to set the CCC fee at \$45 for this year.

DE: Corner flags have been ordered. There was follow up discussion about the current lack of registrations being caused by the lack of any notices in the "event schedules" sections of the usual Porsche newsletters and publications. Certainly, the notices have to get out with date and the fact that on line registration is now open for our events.

Concours /Car Show: July 9, 2006 has been confirmed as the date at Greeley Park in Nashua. The NH Food Bank will be the recipient charity.

Charity Tour: The Charity Tour of NHIS will be on July 22, 2006. There will be better organization for those coming to the track so that registration and assembly will be smoother.

Rally: The April Rally will start in Newington by the Red Hook Brewery and proceed (probably not directly) through Ossipee to Melvin Village and the Carlson Museum. The May Rally is still in the planning stages but is on track.

Social: N/A.

Tech Sessions: The first tech session will be on April 15, 2006 at Precision Imports where Dick Horan will speak about the challenges of electrical gremlins in the current complex cars. The

next session will be at Porsche of Nashua on May 20, 2006. There

the topic will be the technical aspects of the new Cayman.

Yearbook: The Yearbook is being submitted in the traditional format and not the recently announced 10 page summary format.

New Business: Edgar Broadhead needs the assistance of a "Co-Property Manager" to help him with transporting the club trailer, the delivery of club "stuff" such as trackside helmets, loaner helmets, etc.

Registration for the 2006 Porsche Parade was filled and closed after just one day.

By-Law Review continues to be a work in progress. Language adding proxy voting is being included in the review.

A request from DER for an NCR contribution of certificates for two free Green Group DE days to be used as a charitable auction item at the upcoming DER Banquet was discussed and temporarily tabled until the next meeting.

Parents wanting to involve/register their minor children in NCR driving events must present a liability waiver form executed by each parent although only one parent will be present at the event.

Doug McIninch, Secretary
4/17/2006

continued on page 26

NCR/PCA
Meeting Minutes
April 18, 2006

On April 18, 2006 four Board members and eight Club members met at the Foxfire Grille in Epping, NH to conduct business.

President's Remarks/ Correspondence: Janet welcomed all present. No correspondence of significance.

Vice President's Report: Miriam was not present at the start of the meeting (joined the meeting in progress). Janet noted that insurance for this coming weekend's events (AX#1 and Tour) was in place.

Secretary's Report: The minutes of the March meeting were accepted in context – Paul, Janet and Judy have sent minor updates to Doug.

Treasurer's Report: The financial reports by Pete Petersen were reviewed and discussed. Pete pointed out there is particular concern that DE registrations are “not robust” and there is potential impact on the Club financials. Additional concern that instructor registration is still low and we are coming up on the 3-week prior to event cut-off for free instructor registration.

Membership: Janet read Lisa's update report; we are currently at 456 members, including 4 new.

Northlander: April Northlander has been received by members. May issue is in-process. In Bill's absence, Janet reported that Bill and Tracey will select the two issues to be entered into the website competition.

Advertising: Judy Hendrickson reported *some* additional 2005 payments have been received. She has not started making phone calls, but is also considering having Doug draft/sign a letter to those still outstanding. Ads for advertis-

ers with 2005 payments still in arrears will have their ads pulled from the May issue of Northlander. Judy is continuing in the temporary role as “collections manager” pending the recruitment of an Advertising Chair.

Website: Nick was unable to attend. Several overall concerns from Board members about response to update requests were voiced. Janet will address with Nick.

Safety: (See below for AX-related Safety discussion)

AX: The first AX is April 22, 2006. Approx 20 season registrations are in-place. Trophies are on order with Porsche of Nashua sponsorship. Discussion took place about rollbars; this was tabled to a future offsite meeting.

CCC: 22 participants registered to date, may not sell-out. Plenty of instructors and volunteers have signed up. Voted to amend budget to indicate \$1,350 income, and \$2,000 expense. No specific sponsor named for CCC.

DE: No DE chair report.

Concours /Car Show: July 9, 2006 has been confirmed as the date at Greeley Park in Nashua. The NH Food Bank will be the recipient charity. Judy and Lisa to start getting together on promotion/flyer, hopefully into May issue. Paul Tallo coordinating the charity and helping however possible.

Charity Tour: The Charity Tour (Parade Laps of NHIS) will be on July 22, 2006. Paul Tallo has completed the contract with Make-a-Wish, and is submitting the PCA Charity Subsidy form.

Rally: The April Rally will start in Newington and ride through Ossipee to Melvin Village and the Carlson Museum. 17 cars registered to date. The May Rally plans are in place – Porsche of Nashua providing breakfast and funding trophies. Catered buffet lunch (paid for by registrants). A proposal to add a



contingency of \$50 to the Rally budget for possible future direct mailings to promote was voted on and passed. Avery Insurance is a likely sponsor for the Fall Rally and possibly future events.

Social: N/A.

Tech Sessions: The first tech session was held on April 15, 2006 at Precision Imports where Dick Horan spoke about the challenges of electrical gremlins in the current complex cars. Eight members were in attendance. The next Session will be at Porsche of Nashua on May 20, 2006. There the topic is technical aspects of the new Cayman.

Yearbook: The Yearbook is being submitted in the traditional format and not the recently announced 10 page summary format. David Churcher coordinating the last few pieces (President's letter, etc) to get Yearbook submitted in early May.

Old Business: Discussion on the two DE certificates "donated" to Downeast Region – agreed that these represent an expense (reduction of income for DE event for which they are redeemed). The actual donation is from Downeast to Camp Sunshine.

New Business: National award deadlines reviewed – still open question/confusion on whether there is an actual

submission request required for website competition.

Edgar Broadhead needs the assistance of a "Co-Property Manager" to help him with transporting the Club trailer, the delivery of club "stuff" such as trackside helmets, loaner helmets, etc. Posting is in Northlander, and request is in to post on The Mart on website. Paul Tallo has volunteered to cover specific conflicts dates for Edgar.

By-Law Review continues to be a work in progress. Language adding proxy voting is being included in the review. Proposed updates to be submitted at June Board meeting.

Overall Porsche of Nashua sponsorship it still a concern. The new Sales Manager, Joe Cranford, has left. Judy and Paul took action to confirm proper contact for sponsorship discussion.

There being no further business the meeting was adjourned.

Next Board Meeting is Thursday May 11, 2006 at the Cat 'N Fiddle in Concord, NH.

Paul Tallo - on behalf of
Doug McIninch, Secretary

4/19/2006

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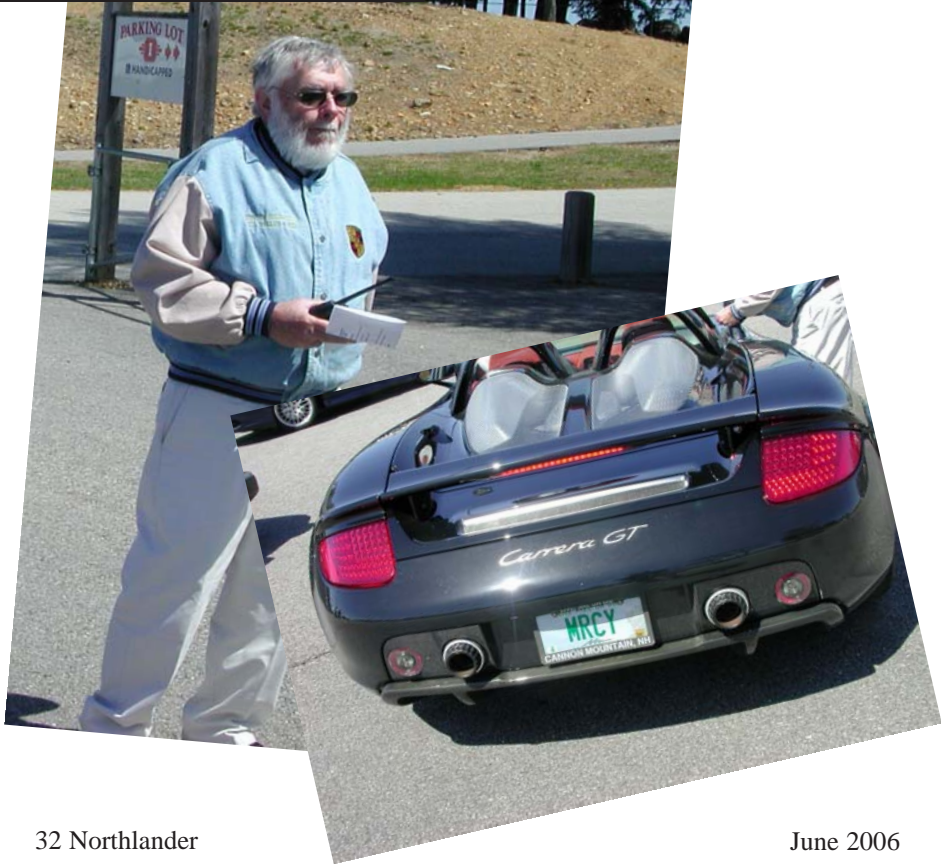
by Judy Hendrickson





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NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



The following individuals have been appointed as Tech Inspectors for those region members who enter track events that require inspection prior to the event. Unless indicated otherwise, the Tech Inspection is provided as a free service to North Country Region members who bring the inspection form that accompanied their registration packet for driving events. If you experience otherwise, please let any of your Board Members know of the circumstances.

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Foreign Intrigue
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207-698-1000

Jerry Austin
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South China, ME 04358
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Ray Ayer
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Dick Horan, Rich St. Jean,
Darryl Ritchie, Mark Cyr, Ralph Alio,
& Mike Thompson
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New London, NH 03257
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Abe Anderson
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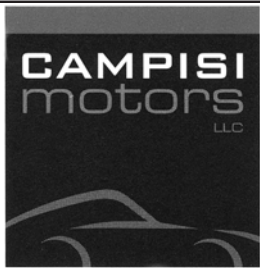
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* Indicates number of times ad has appeared.



FOR SALE

1985 911 Carrera*** WPOAB0919FS121262

Black/Black, The Magic Eight Ball, as seen at numerous NCR club events is for sale or trade toward 911 track car. Fuchs, AC, Cruise Control, Electric Leather Driver and Passenger Seats, Sun Roof, H4 Headlight upgrade (originals available), optional Dasport Bolt in Roll Bar, Simpson 5 pt. harnesses and Rennsport pedals. \$18,000. Bill Kallgren, Hudson, NH (603) 930-2171; kallgren@adelphia.net

1989 911 Cabriolet*, turbo look, dark blue/ tan leather / dark blue top, excellent condition, front and rear spoilers, heated power seats, premium sound, loaded. 124K miles Stored winters \$25,900 New Castle, NH 603-969-9857 j.munton@comcast.net

1976 912E* silver w/ black interior. Excellent condition. Full body restoration and rebuilt engine. AC. premium sound, alloys. Owned for 27 yrs. 116K miles Stored winters. \$12,500 New Castle, NH 603-969-9857 j.munton@comcast.net

1993 Audi S4*** Classic Audi Quattro AWD, 5 Cyl. Turbo, Green/Black, maintained in excellent condition. New Bridgestone Blizzak Winter tires mounted on spare wheels, Summer tires new 6/05. Complete maintenance records available. Recently maintained by Audi of Nashua. The Audi S4 was replaced by a RS-6 December 03 and has been in the garage most of the time since the RS-6 arrived. \$7,200.00. George Rief, Durham, NH, 603-868-2551. rief944t@comcast.net.

1987 911 Race Car*** '95 3.6 engine with TPC factory installed Supercharger. Welded cage, brakes & suspension upgrades. GT Racing RSR kit, G-50 trans. Fuel Cell, Headers, SS Brake lines, & Fiske FM/10 Wheels. Great DE Car with low miles on engine. Used only twice since supercharger installed. Ready to GO ! \$ 24,975. Call Ed Cincotta 908-705-2652 for more details, or email eacheckeredflag@aol.com.

Early 911 Seats** Early 911 seats removed from my 1969 911. Appear to have been recovered in the past. Offer or trade. I am looking for a Durant type mirror, a couple cases of Tuckermans Ale or a long hood for special project. Bill Kallgren, Hudson, NH (603) 930-2171; kallgren@adelphia.net

4 Continental Contisport Contact Carrera tires* Off of a 2001 996. 2 225/40 ZR18, 2 265/35 ZR18. Good condition. \$300. Roger Palm, 603-569-4184 rwpalm@metrocast.net

HELP WANTED

North Country Region is currently seeking individuals to assist as our advertising chair. If interested, please contact Janet Leach at (603)433-4450 or email at president@ncr-pca.org



Advertising Sales

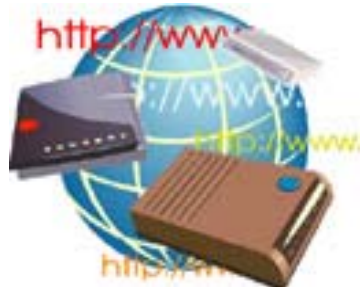
Partner up with Judy Hendrickson to assist in selling advertising space in the *Northlander*. In this position, you will work closely with the *Northlander* newsletter and club webmaster. The advertising sales position will also coordinate with various committees that may be seeking event sponsorship offering additional exposure to advertisers that may wish to sponsor club events. The advertising chair will finally seek new advertising opportunities and ensure that invoicing is done promptly while responding to any concerns of the advertisers.

Assistant Property Manager

Assistant (Co-?) Property Manager: The current property manager is looking for an assistant to manage the club property when he is not available. Duties may include: Tow the NCR trailer to/from events as needed (Autocrosses & Car Control Clinic); pick-up or full-size SUV required, 4000 lb towing capability. Manage, maintain, and account for trailer contents. Maintain generator as needed (gas, oil, etc.). Sign out/in loaner helmets (DE, AX, & CCC events). Sign out/in radios (DE, AX, CCC). Charge radios before & after events. Register trailer; store trailer in safe location. Have questions? Call (603)526-6578 or email ednan@tds.net Some expenses are covered.

Web Assistant

Will work alongside our web master assuming responsibilities for updating current web content in a timely fashion with upcoming events and results of recent events while work progresses on improving the website. Prior experience working with web hosting services is essential.





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NORTHLANDER ADVERTISING RATES

per Issue	<u>Full Pg</u>	<u>Half Pg</u>	<u>Otr Pg</u>	<u>Bus Card</u>	<u>Inside Cov</u>	<u>Back Cov</u>
	\$50	\$35	\$25	\$5	\$55	\$50

Advertising contracts are for one (1) year (11 issues) unless otherwise noted. Billing is done twice per year, November and May. Business card ads are billed once per year in November. We are happy to accept new advertisers part way through the year. Contact the Editor for size and format specifications.

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Boxster S



911



911 Cabriolet



Cayenne

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