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Northlander

Newsletter . North Country Region . Porsche Club of America
 October 2006 Volume 29 Number 10
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Upcoming Events

Calendar	3
Drivers Education and Autocross 2007 Schedules (tentative)	23
2007 Planning Meeting	24

On the Cover...
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Features

Meet the Mechanic	8
Dear Hanzy, Mein Hanzy	10
Autocross Round 4	14
Two for the Road	18
What Autocross	20
Dinner Social	22
Parade Quiz Nightmare	28

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Departments

NCR Board of Directors & Committee Chairs	2
From the Desktop	4
President's Message	5
The Starting Grid	6
NCR Board Werks	26
Tech Inspectors	32
Business Card Exchange	35
The Mart	38
Help Wanted	39
Advertisers' Index	40

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Statement of Policy

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CALENDAR



NOVEMBER

16 - Thursday

NCR Board Meeting,

Location TBD president@ncr-pca.org

17-19 - Fri-Sun

Fall Presidents' Meeting, Latham, NY

<http://zone1.pca.org/>

DECEMBER

2 - Saturday

Annual Planning Meeting -

Location TBD president@ncr-pca.org

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

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FROM THE DESKTOP

By: Bill Kallgren - Editor



Oh, the horror! I recently found a spot of rust on my car. I noticed a very small spot, located between the front fender and the chassis, where the hood closes. Now I have an old MG and know the true horror that is RUST, so I braced myself to perform full and comprehensive repairs. Yes, the fender would have to be removed to truly fix the problem, no cheap spot repairs for me! There is a phrase "excellence is expected" and I expected to find engineering excellence as I took to my task. Ah, how I was sorely disappointed.

To fully sort the very slight rust, I knew that the fender would require removal. To remove the fender, well it seems that the "impact" bumper on my car would have to first be removed. To remove the front "impact" bumper, it was required to remove the fog lights. Once the fog lights were removed, it is possible to remove the turn signal and parking lights, but only after a couple of reinforcement brackets were removed. To gain access to the bolts holding the reinforcement brackets (skillfully not mentioned in my service manual), the front wheels required removal. With the wheels removed, the reinforcement brackets can, theoretically, be removed.

Lo and behold, the fender mounted oil cooler on the offside and the window washer fluid bottle on the nearside present major challenges to getting to the bolts holding the mysterious brackets in place, so off they come. Now is a good time to remove the headlight on the offending fender and the big mother of bolts inside the headlamp bucket.

At this point, with a number of bolts, nuts and brackets carefully removed, labeled and bagged, I could finally start

the process of removing the front bumper, such that I can then remove the fender. But not after first removing the little trim strip (using care not to break the plastic trim retainers) on the nose of the car. Ah, now there is clear access to the bolts retaining the bumper, easily removed and the bumper slides free.

With the bumper off, there are a few more screws holding the rubber "smile" to the fender. Almost home, there are something like 20 more bolts hidden around the circumference of the fender, accessed from inside the boot, inside the wheel well and finally by opening the front door and reaching into the narrow crevice between fender, door and chassis (there are two or three hiding well out of sight). Oh, the fuel filler hose will prevent access to two more bolts, so this is also removed.

Ready to remove the fender? Well just slow it down a bit there Sonny, we are not done yet. There is still the matter of the fuel filler release cable and do not forget about the little rocker panel cover at the back end of the fender, it overlaps the fender creating an attractive little seal, but must come free prior to the fender actually coming off. Slide back the rubber rocker cover a bit and there are a few more screws hiding...

With rust fully repaired I consulted again my service manual; "installation is reversal of the removal procedure"...



FROM THE PRESIDENT

By: Janet Leach - President



Feel the chill in the air? Yes, summer has wound down and we are easing into fall. I hope you are all enjoying the Indian Summer weather we experienced recently. The temperatures are just right for apple picking, football games and long drives in the country.

Our event calendar is also winding down. The final DE event at NHIS will be happening on 10/16 and 17; this will be your last chance this year to master the line. Don Johnson's famous Shrimp Boil and Rally will be on Sunday, October 22, starting in Rochester and heading toward Wolfeboro, where we will enjoy our traditional shrimp feast. This is a great event for both twosomes and families. A separate flyer was mailed out for this event. We always have a great route with interesting questions. The Annual Banquet will be held this year at Frattello's in Manchester. Many of you may remember the banquet was held here on an icy, cold night a few years ago. Let's hope for favorable weather this year. Please join us for cocktails and dinner and socializing with your fellow club members.

In the recent mailing we sent to all members, we included the following: Annual Banquet invitation, Member Survey, Listing of Candidates for NCR Offices and the Ballot. We have a contest for the Vice President's position this year. We have had a low ballot return in recent years, perhaps due to the fact that all candidates were running unopposed for their positions. I encourage you to vote and return your ballot to Ivy Leonard, our Social Co-Chair. If you have not completed the Member Survey on www.ncr-pca.org, please do so electronically or complete and return the paper copy. Paul Tallo and his committee put a lot of

thought into the survey. Your comments and feedback will assist us in planning events for next year. Our Annual Planning Meeting will be held in December. Watch the calendar for the date.

Daylight Savings Time will be happening on Sunday, October 29, when we turn the clocks back one hour. Now I can make up for that hour I lost back in April! I don't know about you, but I'm looking forward to getting up with the sun instead of in the dark.


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PAGE 39 FOR OPEN
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THE STARTING GRID

By: Lisa Roche - Membership

With the season winding down, we hope you had a great year and made it out to a club event or two. Our various committees are always looking for help, if you enjoyed an event, why not join the committee and help for a successful 2007 season?




<p>New Members:</p> <p>Glen D. Powell Londonderry, NH 2002 GT3-R</p> <p>Arlen M. Rasco Bedford, NH 1984 911</p> <p>Robert T. Studley Merrimack, NH 2006 Boxster</p>	<p>Maurice J. Cozzo Sandra Cozzo Hanover, NH 2005 Cayenne</p> <p>William Dighton Charlton, MA 1992 968</p> <p>Craig Dionne Newmarket, NH 1999 911</p> <p>Cara Ness Medfield, MA 1987 924S</p>	<p>2 Years:</p> <p>Tania Brice Coffin Keene, NH 1985 944</p> <p>Bob Corbett Tracy Corbett Windham, NH 1987 911</p> <p>Russell Lawson Cathy Coe Hollis, NH 1983 944</p>
<p>1 Year:</p> <p>Jeff Bruewer Karen Bruewer Van Wert, OH 1969 911E</p> <p>Tom Cannata Lebanon, NH 1999 911</p> <p>Terry Carlson Jan Carlson Bedford, NH 2006 Cayman S</p> <p>Richard Cormier Windham, NH 2001 Boxster</p>	<p>George Vanderheiden Sharon Vanderheiden Wolfboro, NH 2004 911</p> <p>Kenneth A. Viscarello Anna Viscarello Manchester, NH 1989 911</p>	<p>Robert McGrath Cori McGrath Londonderry, NH 1973 911</p> <p>Jason Rallis Laura Rallis Amherst, NH 2001 Boxster</p> <p>Nicholas W. Shanny Kay Shanny Newton Highlands, MA 2004 Boxster S</p> <p>J. Kyle Tucker Cynthia Tucker Hampton, NH 1986 930</p>




<p>5 Years:</p> <p>David Bissonnette Sheila Bissonnette Bedford, NH 2001 911</p> <p>David Karl Kristen Karl North Conway, NH 1995 993</p> <p>Erik Esslinger Leah Esslinger Langdon, NH 1986 928</p>	<p>10 Years:</p> <p>Wanda Banks Charles Wicker Pittsfield, NH 1989 944T</p> <p>J. Michael Garvey West Newbury, MA 1991 971C4</p>	<p>20 Years:</p> <p>John R. Perkins Merilee M. Perkins Shapleigh, ME 1983 911</p> <p>George A. Rief Craig Rief Durham, NH 1989 944</p>
<p align="center">Got an Idea for an Event?</p> <p align="center">Call Janet Leach (603) 433-4450</p>		



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MEET THE MECHANIC

By: David Chucher and Ivy Leonard



haps not yet 12 years old but they know every Porsche model on the lot.

Our Social Chair person indicates there may be a future such informal meeting but with assured good weather to go with it. A thank you to all that attended and helped with this social, hope to see you at future NCR events. It was great to see you all even if we all got a little damp.

Rain, rain go away; come another day. We chanted this familiar old rhyme early Saturday but all to no avail. The rain persisted and was a complete mockery to us when considering the beautiful days preceding.

However, Joe Campisi and his father Joe Campisi (Joe and Joe, not Junior and Senior) had been busy arranging the swap goodies and food inside Joe's shop. The always neat and tidy shop was transformed into a swap meet, discussion, and picnic. About 29 enthusiasts showed up to participate in the discussion of Porsche stories, nibble on food, and enjoy a raffle for posters, photographs, car care kits, and an oil change by Campisi Motors.

The Protomotive converted Porsche (September 2006 *Northlander*) was next door having some finishing touches done to the fiberglass by Atlantic Body Works. We all traipsed in for a look. The Atlantic staff came over for some nibbles, and Joe gave a very young enthusiast a ride in the car. These young enthusiasts, future Porsche owner, are amazing. Per-



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DEAR HANZY, MEIN HANZY

By: John Killion - Contributor

Author's Note: As members of PCA we are all very lucky people. North Country Region's continuing relationship with the Make-A-Wish Foundation is something we should all take pride in, both as individuals and collectively as members of our great club. On this, the first anniversary of Hurricane Katrina, we should also try to remember that the 'A' in PCA stands for America.

Dear Hanz, Mein Hanzy:

I really wish you would stop giving your relatives my home address, or at least advise them of my abbreviated 'business' hours. It happened last Friday evening, just as Lisa and I were firmly ensconced in our evening ritual of observing the summer sunset through sticky cocktail glasses while rocking in our wooden chairs, when your cousin, Helmut, came skidding to a stop at the end of my driveway in his

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and a half foot tall Hun slowly unfold and emerge like one of those Japanese paper puzzles, and thankfully he was bearing a wide smile and advancing towards us with an Americanized glad-hand extended and spouting, "Ja, you are Hanzy's buddy und you are a buddy of mine!"

Lisa let loose a knowing groan and I instantly realized that this encounter would come back to haunt me no matter what the outcome, and I thought of *you*, my dear Hanzy. Herr Helmut came marching across our lawn in a manner that forced me to recall some of my old history lessons, but instead of pummeling my brains into an Anglican puddle he shook my hand and said, "Hanzy's wife's brother ess my second cousin vunce removed!" with a beaming, indis-

"Hanzy's wife's brother
ess my second cousin
vunce removed!" -
Herr Helmut

putable and charming enthusiasm not unlike that of a young and audacious puppy, still growing into himself. Deeply relieved by his open and disarming manner, I cheerily directed him to a chair and showed him the bottle of Highland Scotch that I'd intended to use to drift into my evening's rectitude, and while



blatantly leering at my wife's upper body he said, "Ja, lay it on me, Johan" And I somehow knew that I would survive the evening intact.

After explaining in an uncommon and wholly tedious depth his lengthy familial connection to you, my otherwise dear Hanzy, a connection that to this day I'm not sure I could factually relate, he went on to explain why he was traveling around America in his turbocharged Porsche 911.

"But zee gas ess so cheap und your country ess so vield!" he exclaimed while stretching his arms to indicate the breadth of America. "Und ser ess a chicken in every pot, ja? Ha ha ha!" He enthusiastically opined.



"Well," I said. "Most of us have one, yea, but..."

"Und zees is such a vunderful country, ja? Frum sea to shining sea?" He reached into his pants pocket and pulled out a map and I could see that he'd drawn a line tracing his path directly to my driveway, and he was waving it around with the all the significance, importance and indeed the grandeur as if he were airing an original copy of the United States Constitution when he exclaimed, "Zees is see only *permit* I need to travel sousands of miles! I'm in zee land of zee free! I can go visit zee Governor in California if I vant to! Ha

ha!" He tapped the map to indicate the city of Sacramento. "He married a Kennedy you know."

"Yea, Helmut. I think I heard that somewhere before," I said while handing him my bottle. "How do the folks back home feel about that?" I asked, wishing I hadn't.

"Ah," he groaned. "Vee are just glad to get rid of him,"

he said while pouring himself a tall draught of my sipping stock. "Now he ess your problem, ja?" He laughed at his own joke and took a long and deliberate swig from his glass. "Ess goot," he heartily exclaimed. "*Ser goot!*" my esteem clearly rising in his eyes. I saw him carefully assess our modest yet comfortable surroundings, his pale blue eyes slowly surveying our blooming gardens and lawn from the deepening shadows of the front porch. "Now vill you show me your car?" he asked.

"Make sure you show him mine, too," Lisa said while rising from her chair, casting me *The Look*. "I'm going to peek in our pot and see if there's a chicken hiding in it," she smirked.

I led him around to the garage door — my big-boy's toy box — and punched in my super top-secret code while silently vowing to change it tomorrow. The door opened to reveal my pride and joys as the quickly fading orange and scarlet embers of a glorious summer sunset fell upon the exotic jewels of an old and lovely 928S4 and an even older 944, and, surprisingly, Helmut's chiseled face slowly transformed from an uber-exuberant nincompoop to that of a terribly crestfallen patrician. "Oh, Johan," he



continued on page 12

began, placing a comforting hand upon my shoulder. "Hanzy did not tell me that you have fallen on hard times."

Perhaps it was the mild effects of the scotch and this sudden and unprecedented turn of events, or maybe the fact that I've never been particularly quick on the uptake, but I ended up stammering, "Um, what? Wadda you mean?"

"Oh, Johan. Such a brave face," he said with genuine and stoic admiration in his deep, Nordic voice. "Do not worry. Sings will turn around for you. Now I see vay you sit on your front porch und drink zee scotch vis your vife at night."

"Huh? What? What are you talking about Helmut?" I asked while privately admiring the depth of the Copenhagen Blau paint on my yummy old 944. "What do you mean?"

I saw him furtively glance at his own magnificent car, taut in its predatory haunches. So deeply and completely black that it swallowed all light that dared to come anywhere near it, and it fairly *pulsed* with an explosive and menacing potential even as it sat silent and motionless... and... quite slowly... dawn began to shine upon my thickened Marblehead. He quickly scanned the plastered walls of my tool and girlie-picture lined garage, my self-made utopia, my juvenile Heaven On Earth, his eyes eventually falling upon my collection of battered floor jacks, cracked rims, and worn-out race tires and said, "Zees ess nothing zat can't be cleaned up in a day or two. *If* you put your mind to it. After all, zees is zee land of opportunity!" he boldly exclaimed with such a compelling force that the aluminum overhead door rattled its wheels on the very strength of his conviction.

I grabbed a pen from my work bench and asked Helmut to hand me his map. While he doddered and dabbled with his

collection of silly euphemisms I traced a line on his map from my driveway through Roxbury in Boston and then to the south side of Chicago and on to the east side of Saint Louis in order to ease him on his quest to find America, somewhere between here and Sacramento.

"Everything's relative, Helmut." I said while handing him his map. "I've marked some sites for you to see on your way out to visit the Governor."

"Ja, sank you," he said with a skeptical smile. "I shall tell Hanzy that I found you... er... vell?"

"Yes, Helmut. *Please* tell Hanzy that you found me well." I said as he turned to march back down my driveway. "And tell him that I said 'the sun always sets in the west' too. He'll understand."

Helmut shrugged his shoulders and a moment later his Porsche roared to life like a waking lion on the ancient Serengeti plains. I heard the subtle snick as he notched first gear and gathered revs for his heroic launch across the continent just as Lisa walked in through the side door proudly carrying a frozen chicken in a pot.

"Where's he going in such a hurry?" she asked as the 930 disappeared at a rapacious trot. "I was just about to show him our potted chicken," she slyly said as we heard him shift gears.

I considered her question. Deeply, and on several levels. "I'm not really sure." I slowly replied, still scratching my head, "I guess he's off to take the good with the bad."

-John R. Killion, Car 168
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AUTOCROSS ROUND #4

By: Joe Kraetsch - Autocross Chair



The weather was slightly overcast but temperatures were comfortable in the high seventies. We had forty-two drivers, four morning runs, four afternoon runs and we still finished around 3:00.

The tight races included: Strict Stock where Chris Jacques edged out

Dave Keimach by 0.199 seconds (PAX); Class 2 where Lisa was only 0.1 behind me on her final run and would have beaten me without the cone on her previous run; and Class 14 where Charles Stromeyer edged Mark Skala by a mere 0.076 seconds for the win and FTD. Top PAX time was turned by Mark Schnoerr.

I would like to thank Porsche of Nashua for sponsoring our series and once again thanks to all the morning workers who worked extra shifts and to the volunteers who helped out to make the event run so smoothly.

Our final NCR event of the season is Saturday, September 16th but by the time you read this, that event will be in record books as well. Then we have the Zone 1 autocross at Devens on October 7 & 8. I hope we can have a good NCR showing this year with the event in our own backyard

As many of you may know by now, Kevin Bobbitt has left the area. He is moving his family to Virginia where he has accepted a new job. Thank you, Kevin, for all your contributions to the NCR Autocross program over the years. You will be missed.

In fact, Kevin was already missed at our first autocross without him setting up the timing and scoring. We had everything hooked up according to direction but the computer and timing lights would not communicate. So we disconnected, reconnected, rechecked, restarted, rebooted, reconfigured, retried and anything else we could think of and still they would not talk to each other. About the time we were ready to give up, call Kevin in Virginia, wake him and ask his assistance over the phone, everything magically started working.

Because of the setup problems, we had a late start with first car off shortly after 10:00 a.m. However, once we started, everything ran like clockwork.





NCR Autocross #4 Results, 8/26/2006

Class 1: Production

			Time
1	Mark Schnoerr	1974 914	73.893
2	Sigrid Schnoerr	1974 914	74.793
3	Chris Darminio	1976 914	74.899

Class 2: Production

			Time
1	Joe Kraetsch	1988 924S	77.652
2	Lisa Roche	1989 944	77.753
3	Cara Ness	1986 944	78.094
4	Christine Zrimsek	1986 944NA	90.314

Class 4: Production

			Time
1	Neil Halbert	1990 944S2	78.830
2	David Beningson	1987 944T	79.972

Class 5: Production

			Time
1	Georges Rouhart	1993 968	81.914
2	Betsy Rouhart	1993 968	85.062

Class 7: Production

			Time
1	Robert Canter	1984 Targa	79.909
2	Brian Laws	1982 911SC	81.716
3	Chris Ryan	1984 Carrera 3.2	83.768
4	Gerry Fitton	1981 911SC	84.525
5	Hrach Mikaelian	1981 911SC	86.422
6	Jeff Johnson	1987 911	90.970
7	Tracey Levasseur	1980 911 SC Targa	105.915

Class 8: Production

			Time
1	Oliver Lucier	1998 Boxster	73.749
2	Bill Caterino	2000 Boxster	77.317

Class 9: Production

			Time
1	Greg Osche	2001 Boxster S	76.450
2	Bradley Anderson	2003 Boxster S	77.087
3	Abe Anderson	2003 Boxster S	78.191

Class 10: Production

			Time
1	George Skaubitis	1993 911 RS America	83.477
2	Janus Cole	1989 964	85.272
3	Christine Skaubitis	1993 911 RS America	87.381
4	Vito Perna	1989 964	96.178

**Class 11: Production**

			Time
1	George Dominiak	1997 993	76.288
2	Judith Hendrickson	1995 993	79.924
3	Ted Shaw	1999 996	83.486

Class 13: Improved 4

			Time
1	Steve Berry	1989 944S2	74.367
2	Stephen Smith	1983 944	82.350

Class 14: Improved 6

			Time
1	Charles Stromeyer	1997 993 Turbo	73.009
2	Mark Skala	1970 914-6	73.085

Class 15: Modified

			Time
1	Ron Mann	1970 911RS	76.770

Class 16: Non Porsche (indexed class)

			Time	PAX
1	ESP	Charles Moss	1995 Eagle Talon	74.451 61.645
2	BSP	Jonathan Cowen	1998 BMW M3	75.222 63.412
3	SM2	Richard Demaine	1996 Miata	76.083 64.974

Class S: Strict Stock (indexed class)

			Time	PAX
1		Chris Jacques	2001 Boxster	77.272 62.094
2		David Keimach	2006 Carrera C4S	75.609 62.293
3		David Smith	1998 Boxster	79.500 63.884
4		Miriam Dunster	1987 944	89.858 70.035

Top Times Of Day

	Class	Driver	Time
Raw time	14	Charles Stromeyer	73.009
Pax	1	Mark Schnoerr	60.075

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TWO FOR THE ROAD - AGAIN

By: David Churcher - Contributor



Nostalgia is defined in my dictionary as: "A longing for something past" and indeed this sums up my feelings towards racecars from the 1960s. The 1960s were, you know, the great days of sports and Grand Prix cars. It was a time when names like Colin Chapman, Mike Costin and David Phipps, Jack Brabham and Ron Tauranac, were the designers. The cars were McClarens, McKees, Elvas, Lolas, Lotus, and Repcos. And Porsche too. Ah yes, the good old days.

These cars would be at Watkins Glen in all their glory. How long do you think I had to consider Judy's invitation to share a ride and the weekend at Watkins Glen and the PCA Escape to the Finger Lakes? Less time than a Formula One gear shift, I assure you.

Nostalgia was part of our preparation for the road. Two for the road...again. Nikons, water, Granola bars, and clothes all tucked

into the 993 along with tapes from the 1960s. Brubeck, Beatles, etc. Well, Judy and I are almost as old as each other and we remember the 60s. The music was from a previous 993 road trip. Do you remember the Thelma and Louise story?

I suggested to Judy seeing these cars would take me back in time and perhaps make me realize my age. Her response was: "I still see these cars as they were and not any older. I have gathered memories since I saw them first. But I, and the cars, are not any older". I like this attitude, I will use this in future.

Friday morning at the track we began with a walk through the garage. Instant nostalgic overload! Two Lotus F2 cars from the 60s, the McKees, a Lotus 30, Porsche 908, Lister Jag and a Lister Corvette. A Costin and Phipps Lister. A Knobbly Lister. All in the first ten minutes. More was to come; Elvas were everywhere, a John Surtees formula car, a 250F Maserati. Could it get any better?





Friday the village of Watkins Glen was turned into a show of cars and memorabilia. A concours show, motor racing art, book publishers. Nostalgia again; while walking by these beautiful old cars and the art work I had to think of my friend Brian Chandler several times. Brian and I met in kindergarten many years ago. Later Brian became a commercial artist with a love for cars and aeroplanes. Later he became an art teacher and today he and his wife Bev run their own private art school. Brian creates motor racing art today in paper, wire, and paint; and just for fun he restores old Sunbeams. When Judy and I visited Tasmania a few months ago our evening with Brian and Bev was a highlight of the trip. I can only imagine if Brian was with us on the trip to the Glen...two big kids with big smiles.

The day continued to get better. Driving back to Geneva we stopped at Glenora for dinner. An excellent meal and some very nice white wines. The meal was an excellent finishing touch to a long day and fortified us for the coming Saturday.

Saturday: Joyce and Chuck Gladle from Central New York Region had arranged a selection of tours. Some of us would visit vineyards, some would take a boat ride. Four colleagues and I went to a culinary institute to learn bread making...and to sip wine. For the evening we all returned to Geneva for a BBQ under the tent.

Sunday: I had to take another tour of the garage. We watched the races and had lunch served to us. Derek Bell arrived to sign autographs, you can see in the photographs just how much Judy enjoyed this.

As our last nostalgic effort we stopped for a beer at Seneca Lodge, and then took Jelly Bean around the old course. Names known years ago popped into view: White House (they have one at Le Mans too), Rail Road underpass, School

House Corner...and then the long downhill run to the village. We were silent as we drove down that last bit. Judy was busy driving and thinking. I was in a Lotus in my mind. At the end as we turned to Franklin Street we both broke the silence with "wow!". What a ride that must have been in a race.

After Sunday we have a Monday: We had a six hour drive back to New Hampshire and I was now relaxed driving Jelly Bean. Oh, what a ride.

Porsches just keep getting better. I do love my '84 but I often wonder at the logic of the designer...switches and knobs are placed in very incongruent places. While having my turn at driving Jelly Bean I reached for the rocker switch under the dash to select the side mirror for adjusting. But the switch is now on the door sill next to the switch for moving the mirror. How logical! There are many more improvements from '84 to '95. After we arrived back in Nashua I did not want to give up my seat and I told Judy if the car is ever missing check with me first. Just love it.



WHAT IS AUTOCROSS...?

By: Ivy Leonard - Social Chair



What is Autocross....?

Hmmmm...that is what I asked myself when I went to the NCR website to see which event I could participate in next.

For some reason every AX event had some conflict with other things in my schedule...why? who knows. Although every time I thought...I want to try this...many of the NCR members had told me how much fun I would have going to an autocross event. In fact they not only told me how much fun I would have but...how much I would learn!

Ok...so I finally made an event...the last event. Don't hold that against me...I really tried to make other autocross events...it was just not feasibly possible.

It is a September; Saturday, September 16th to be exact. A warmer than expected Saturday at that! I meet Miriam on 33 in Stratham, NH at 5:30am to make the trek to Ft Devens. Ok...maybe that was a little early for those of you that are saying why so early?

I did not want to miss anything and thought...at least if I follow Miriam I would be there on time. Turns out following Miriam I was about an hour and ½ early which meant...help set up! Not a problem for someone that loves to help and had the "I can't wait to see what AX is about" adrenalin rush. So I offered to help Lisa, Joe and Edgar set up as

much as I could while asking questions along the way.

My first question was where are the bathrooms? Miriam pointed at the port o potties what appeared to be miles awayOh great I thought. Turns out one said Women's and one said Men's. Which lead me to believe this would be a 50 / 50 event. How wrong I was! Obviously the men outnumbered the women. Though amazing enough there were plenty of women. Top-notch drivers at that!

Oh yah...one note to mention to you men...when one port-o-pottie says women in large black letters don't use it and not lock the door. Because when we women come up to use our bathroom and it says available we are going to use it. Sorry Fred...the door said unoccupied and I opened the door to find not only was it occupied it was occupied by a man. Oooooopppppps...not something to see at 10:30am!

Ok...now for my first track time...I thought it would be best to grab an



instructor even after walking the track twice with Kara.

There I went...my first time around the track...in and out of cones like there was no tomorrow! Speaking of tomorrow...my first time around the track took me what seemed like a day to get to the finish line. But yet...I had a blast. Not even looking at my time.

After getting a few words of encouragement from Dave...it was time for my second round. Yet...I still chose to grab an instructor again...not being all that comfortable yet on an AX track. Yup...I had to decide between Matt and Jay...Jay won the coin toss. Boy how many coin tosses have I done in my head to decide between Jay or Matt?

from my passenger to the right. I think it went something like Yeeeeee Haaaaaaaaa. Guess that means I have perfected a spin and my passenger felt very comfortable. Wow...was that fun...not that I enjoyed going into a spin but to know that it was okay. A way to learn, an experience that will probably come in handy.

My instructor made me understand that it was not the end of the world but yet to learn from what I had done wrong and to do better the next time. Which is certainly what I did...by the final runs I had taken 12 seconds off my time and gone into no spins and of course stayed on track!

When I saw my final time...I thought to myself...I can't wait to come back next time to beat my time and have more fun. The moral of the story is...wow...who knew Autocross would be so much fun and that I would learn so much! Everyone who is out there that thought...should I try Autocross?...has to give it a try at least once! They will soon figure out...they will try it again and again! Who knew so much



Round two...here I go with all the confidence in the world...Not! I begin my expedition...in and out of cones...weaving through gates, doing everything I am told. Oh no...wait...here is turn four and I lift just a little early. Well just as you probably already guessed...I am now in a spin. Saying to myself to use everything I have been taught...when in spin both feet in...though that is not quite what I heard

fun was an hour and a half away?
P.S. follow John...you won't have to get there so early. Oh...yah...by the way...the comradeship after the event at dinner...oh my goodness...it was like family with people I just met. They made me feel right at home. Thank you Joe and Lisa for the fun I endured!



DINNER SOCIAL - THE BARN

By: Paul Tallo - Contributor

Social Chair Ivy “9ELOVIN” Leonard has continued to set up impromptu dinner and social get-togethers at various locations around the state. On Thursday October 5, over a dozen NCR members met at The Barn Tavern in Dover, NH for dinner.

Some of the usual NCR “suspects” were there, but we were also joined by Dick and Helen Kruppa who have been PCA members for over 40 years! David Churcher (without a camera!) joined us along with his daughter Helmi.

Yes, that is a sippy cup in one of the photos – that’s what happens when a tall wine glass gets knocked over and the waitress has a great sense of humor!

Watch your NCR-News emails for upcoming announcements. If you are not getting the NCR-News emails, please confirm that you’re on the email distribution. Go to the NCR website: www.ncr-pca.org and from the pulldown menus choose Website/Mailing Lists/NCR-News and follow the instructions. Also check the NCR homepage “Announcements” block.





Drivers Education 2007 Tentative Schedule
- Stay Tuned for updates, but look
forwarded to some great events next year.
Mark your calanders now.

May 21 & 22
July 16 & 17
Aug 17, 18 & 19
Oct 15 & 16

Enjoy Autocross? Check your tire pressures
and mark your calander for 2007, Dates are
tentative, so stay tuned for any updates.

May 26 Sunday
June 23 Saturday
July 22 Sunday
Aug. 12 Sunday
Sept. 16 Sunday





2007 PLANNING ...YOUR INPUT NEEDED TODAY...

As the NCR Board starts planning for our 2007 Calendar of Events, we would like member input regarding activities. While our percentage of active members might be on par with national average, we would like to take ANY opportunity to maintain and increase that participation by planning the activities that the MEMBERS want. We've been PCA Region of the Year twice, including recently in 2004/2005 - please provide input to help us maintain that standard and the NCR enthusiasm !

Please take a few minutes to go to the link below and take the short survey. (OK - you don't have to type it, see the NCR Homepage for a clickable link) You'll also see a hardcopy of this survey with your banquet invite in the mail if you prefer. Or please give any Board member input anytime !

[http://www.surveymonkey.com/
s.asp?u=901282615040](http://www.surveymonkey.com/s.asp?u=901282615040)

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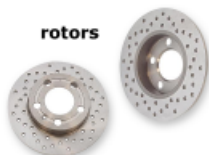


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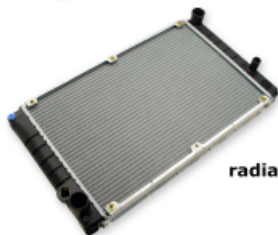
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NCR BOARD WERKES

Doug McIninch, Secretary

NCR/PCA
Meeting Minutes
August 8, 2006



On August 8, 2006 the NCR/PCA Board meeting was held at The Cat 'n Fiddle in Concord NH. Those in attendance were Janet Leach, Jim Gratton, Miriam Dunster, Paul Tallo, Ivy Leonard, Joe Kraetsch, Lisa Roche, and Bill Kallgren

President's Remarks/ Correspondence: Janet welcomed all present. Correspondence received this past month included PCA Meeting at Parade and an observer report from the last NHIS DE event. No issues were raised within the observer report.

Vice President's Report: Miriam reported that she has not received the waivers from the DE/Charity laps at NHIS for the adults. She did have the minor waivers from the day. Insurance for the LRP DE would be sent in to national the week of 8/18.

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

Treasurer's Report: The financial reports by Pete Peterson were reviewed, discussed and accepted.

Membership: Lisa reported that the region now has 477 members. July reports showed 7 new members, 3 transfers in from other regions, and 13 non-renewals.

Northlander: Bill reported that he had encountered some computer issues but they have been resolved. The next edition was sent to the printer on 8/7. He will notify the printer to increase the copies from 530 to cover the new membership volume plus extras.

Advertising: Judy reported electroni-

cally to Janet that all outstanding 2006 monies have been received. Bill mentioned that there is a new business card advertiser.

Website: Janet announced that Nick had informed her that he resigned from this position. Bob Tucker has agreed to assist with the website on a temporary basis.

Safety: No issues were reported from the last event.

AX: Kevin Bobbitt has resigned from the co-chair position due to a new job in Virginia. AX Committee had a mini computer session with Kevin before his departure. Joe has asked Chris Darminio to design the next event. Joe has not received a copy of the observer report from national from the first AX event this year. Janet will follow up with National on this item. Joe also informed those present that he was informed by Jane at Ft Devens that they will be allowed to hold AX events another year and he has submitted his requested dates for 2007. Concerns were raised regarding what car clubs will do if this site was lost in 2008. Additionally Joe is considering a change in the September event to adjust for the loss of the 2nd event for the season competition.

DE: No formal recap was submitted for presentation to the board.

Concours /Car Show: Lisa notified the board that this event's net amount was \$1145 and requested that the board consider raising the check amount to the NH Food bank to \$1500. It was so

moved and approved by the quorum.

Charity Tour: Paul notified the board that the gross amount raised for MAW this year was \$3200 and the net amount after T-shirt costs would be \$2500. The event participation was 40 charity laps and 26 track samplers. This was an increase to the event last year.

Rally: No formal report presented.

Social: Ivy mentioned the upcoming social event schedule for The Draft, Concord NH Friday August 11th. She hoped it would have good participation. The golf event has been postponed to either September or October. Ivy & Steve are hoping to make this into a “Nine & Dine” event. More information on this event will be forthcoming. Another activity under consideration is a ride to the Balsams.

The board thanked Paul Tallo for his “Co-Property Manager” assistance this month for the DE and upcoming AX event since Edgar is away enjoying the Parade and his cross country trip.

New Business: Jim Gratton raised concern regarding the lack of member participation this year. He noted that the club now has 477 members with approximately 100 – 150 members that participate in at least one of the activities the club holds each year. The region has the good healthy budget and is recognized by National and Zone for its events. We have recently added a new social co-chair who is developing new ideas for activities, etc. All these things are positive; however, Jim would like the board to consider surveying the membership for what they want the region to give to them. This topic of surveying the membership was raised previously without any follow through.

It was suggested that we dedicate time to discuss what should be included in a survey and how it should be handled. We will be using the next board meeting, September 12, to continue this discussion. Janet volunteered to hold that meeting at her home.

It was determined that all board members, committee chairs and appointed positions would be requested to come up with at least 3 questions they would like to see asked of the NCR members within the survey. Miriam volunteered to email this to all the above and request that if they will not be able to attend the meeting to forward their questions to her in advance so that they can be compiled for the evening’s discussion. Those present at this meeting would like to see 100% participation in this activity by the board, committees and chairs for the good of the club and the membership.

There being no further business the meeting was adjourned.

Respectfully submitted,
Miriam Dunster
Vice President 8/8/2006.

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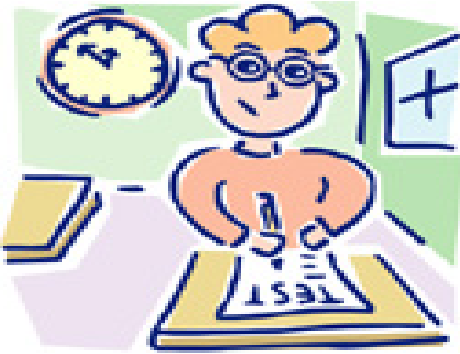
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PARADE TECH QUIZ NIGHTMARE

By: Judy Hendrickson - Contributor



I've been taking Parade Tech Quizzes since 1979. I've even been rewarded with a trophy now and then, including five Overall Women's trophies. I generally consider myself fairly knowledgeable about Porsche history, things mechanical and even trivia. But this year's Tech Quiz was the proverbial "Nightmare on Elm Street."

Normally the top scores are in the 80s to 90s for men and 70s for women. Not this year. Top winning score for the men was just 60! And for the women, it was only 51. The generally agreed idea of the Tech Quiz is to test one's general knowledge about the cars, the company and Porsche racing. Primary references should be Owner's Manuals, *Panorama* and generally accepted as authoritative books on Porsche (i.e. *Excellence Was Expected*).

This year the sources were far ranging, some 33+ different sources. Some sources that I am familiar with even have known errors and I would consider only one or two of the author's on the list as accepted experts on their subject matter. Notwithstanding the highly esoteric nature of many of the questions, North Country participants held their

own with Ed Broadhead, Don Johnson and yours truly bringing home trophies in various classes (although none of us took our class this year). But if this is starting to sound like sour grapes, not really. Judge for yourself with the sample of the first five questions from the Generals and the 914, 914/6 Class. How many did you get right?

GENERAL

1. True or False: Dr. Ferdinand Porsche's Lohner "electric chaise" of 1899 was capable of 16 miles per hour in top gear.
 - (a) True
 - (b) False
2. Which Porsche engineer was credited with the design of the 550 Spyder?
 - (a) Wilhelm Hild
 - (b) Hans-Peter Brachissch
 - (c) Ernst Fuhrman
 - (d) Ferdinand Porsche
3. How many 959's did Porsche build?
 - (a) 104
 - (b) 177
 - (c) 226
 - (d) 284
4. True or False: The Type 52 was Porsche's design for a high performance passenger car based on the Auto Union racer.
 - (a) True
 - (b) False
5. True or False: Porsche priced the 1959 Convertible D at \$3,965 for US delivery.
 - (a) True
 - (b) False

914, 914/6 AND LIMITED PRODUCTION

1. True or False: The wheelbase of all 914-series cars is 2450mm.

- (a) True
- (b) False

2. According to the PCRs, the front track of the 914/6 is how much wider than that of the 914/4?

- (a) It's the same
- (b) 2 mm
- (c) 13 mm
- (d) 30 mm

3. What's the difference between the rear tracks of the 914/4 and the 914/6?

- (a) They are the same
- (b) 2 mm
- (c) 15 mm
- (d) 30 mm

4. True or False: The 1973–1974 914/4 weighed just 30 kg more than the 1970 – 1972 914/4.

- (a) True
- (b) False

5. According to the PCRs, the 1970–1971 914/6 weighed how much more than a 1970 through 1972 914/4?

- (a) 90 kg
- (b) 70 kg
- (c) 40 kg
- (d) 30 kg

914/4, 914/6 and Limited Production
 1. (a) True (2005 PCRs, p.75)
 2. (c) 13 mm. The front track of the 914/4 is 1343mm, that of the 914/6 is 1356 mm, a difference of 13 mm, or about half an inch. (2005 PCRs, p.74)
 3. (b) The rear track of the 914/4 is 1383mm the 914/6 is 1381mm, a 2 mm spread. (2005 PCRs, p.74)
 4. (b) False. The 1973-1974 914/4 weighed 970 kg, the 1970 through 1972 version weighed in at 900 kg, a 70 kg difference. (2005 PCRs, p.76)
 5. (c) 40 kg (2005 PCRs, p.76)

Answers:
 General
 1. (b) False. The Lohner had two speed ranges; it could reach 23 mph in top gear. (Porsche – The Man and his Cars, v. Frankenberger, p.5) (Note: this was not on the list of resources for questions. Further, given how the questions was asked: "capable of 16 mph", if it could do 23 mph, it was certainly capable of doing 16 mph.)
 2. (a) Wilhelm Hild gets the design credit for the 550. (Moments, Vann, p.55)
 3. (d) Porsche produced a total of 284 Type 959s. (Moments, Vann, p.80)
 4. (a) True. The Type 52 was a design for a 200 hp streetable coupe version of his Auto Union Grand Prix racer. (Porsche – 356 and RS Spydors, Mathy, p.20)
 5. (a) True. (Excellence Was Expected, 1st Ed. Ludvigsen, p. 176)

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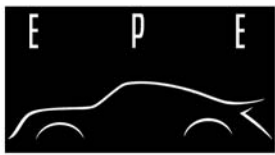
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The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
Jerry Pellegrino

*Of course Tech Inspections for track events are complementary - Just drive by



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NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



We all see safety requirements constantly changing. Two wheel mechanical brakes became four wheel, then hydraulic; now we have ABS & PSM. Wooden steering wheels have disappeared. Suspensions have improved. Lap-type seat belts appeared and became 3-, 4-, 5-, 6-, and 7- point harnesses.

Along with this, PCA national and regional safety requirements have also changed. Race and race-type seats are everywhere. We all want to improve our driving abilities, whether at AX or DE. Multi-point harnesses and a "race" seat are the first steps to better control.

A new rule this year requires that double shoulder harnesses must pass through the seat or headrest, not around it. Otherwise, the factory 3-point belts must additionally be worn. While multipoint harnesses hold you in your seat better, they also present opportunity for fatal neck injuries. Head and neck restraints aren't required yet by PCA, but those of you who wish to see old age should look into obtaining one.

Some interesting websites:

www.isaacdirect.com,

www.simpsonraceproducts.com,

www.hmsmotorsport.com,

www.schrothracng.com

DE participants should have their cars tech inspected within two weeks of an upcoming DE event. Older cars that may require some repair should have their inspections performed at the beginning of the period. In all cases remember to make an appointment to have your car inspected!

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.

Michael Grishman & Casey Colby

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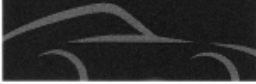
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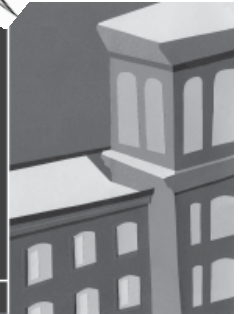
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* Indicates number of times ad has appeared.



FOR SALE

Price Reduced 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 \$22,900 New Castle, NH 603-969-9857 j.munton@comcast.net

1989 Porsche 911 Turbo (930)** Excellent condition inside and out Guards Red with tan leather interior and black Turbo floor mats. All original except B&B Stainless Steel Dual Exhaust and professionally installed radar detector. Only year with 5 speed transmission. 40,123 miles. Asking \$42,500. Please call John Baier care of Dave Maynard at 508-826-8614. Natick MA or e mail at europa@europeanlocators.com

Snow Tires:* 4 Dunlop Sport - 205/55R16 - 91V - M&S. Very good condition, asking \$180; and 4 Cooper Weather Masters - P205/60R15 M&S, asking \$140. Jack Saunders, 603-536-4275 or saundoj@suchmail.com.

Barn Sale!!*

1969 911T roller Make an offer; **Track car for sale : 1972 911** Many modifications: 3.0 w/ webber carbs, welded cage, early RS look, 7 & 8 15 Fuchs on new Hoosier 04's As seen many times at NHIS & Lime Rock. Well balanced and quick, \$20,000.00 **Tow Vehicle 2001 Dodge 2500 w/ Cummins HO diesel** Two wheel drive, quad cab, ARE brand cap, 44,000 miles, no winters, no accidents. Loaded SLT model, one owner, very clean. \$20,000.00 **Sports Seats For Sale:** Early (1969 - 1973) 911 factory sports seats, nicely restored in black vinyl w/ hardware. Asking \$4,000.00 John R. Perkins 207-636-1969 or email perky@metrocast.net .

Another Barn Sale!!!*

On-going garage sale: **914-6 W/2.2 E**, misc Boxster suspension bits, 1973 911 interior including seats, early 911 windshield, other Porsche parts, air compressor, hand and power tools, lawn tractor and mowers, Farmall Super A tractor (with wood-splitter, bucket, and snowplow). Magazine collections, etc. Ask. I might have what you are looking for. Edgar Broadhead, New London NH, 603-526-6578 email ednan@tds.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



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.

A business card for Scott Murray, a Home Mortgage Consultant at Wells Fargo. The card features the Wells Fargo logo (a red square with "WELLS FARGO" in white) and "HOME MORTGAGE" in a grey box. A small portrait of Scott Murray is on the left. The contact information is listed on the right.

WELLS FARGO HOME MORTGAGE

Scott Murray
Home Mortgage Consultant

Wells Fargo Home Mortgage
2 Executive Park Drive
Bedford, NH 03110
603 626-6222 Office
603 626-6220 Fax
603 493-7911 Cell
800 964-2226 ext. 3931 Toll Free
scott.murray@wellsfargo.com
<https://www.wfhm.com/wfhm/scott-murray/>

ADVERTISERS INDEX

Apex	17
Autowerkes	9
Ayer European Auto Restoration	Back Cover
Blair Talbot	30
Car Part Connection	21
Campisi Motors	36
Dan Witmer (Porsche of Nashua)	33
David Churcher Photography	37
EPE	31
EXOTECH	29
Foreign Intrigue	31
Harry Robinson (Porsche of Nashua)	36
HMS	34
IRA	Inside Back Cover
Iron Horse	35
Lavallee/Brensinger	36
Loader Imports	35
Michael Bernier Agency/Hagerty/Allstate	9
Meister Restorations	3
Porsche of Nashua	Inside Front Cover
Parts Heaven	27
Performance Electronics	35
Precision Imports	7
Sports Car Workshop	37
Steve Gratton (Lovering)	37
Scott Murray (Wells Fargo)	39
Stibler Associates	35
Stuttgart Northeast	17
Tires to You	36
Tool and Equipment Connections	13

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	\$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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