

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 6 June 2008



NCR SEASON OPENERS 2008
NHMS DE
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SPRING THING
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NORTHLANDER

North Country Region

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Porsche Club of America

June 2008

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David Churcher & Matt Romanowski

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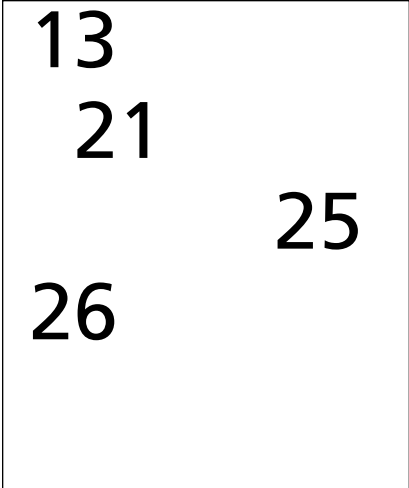
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JUNE AT A GLANCE

Date	Event Information	Contact
June 13	I scream ... You scream ... ice cream	social@ncr-pca.org
June 21	Autocross # 2, Devens, Ayer MA	autocross@ncr-pca.org
June 25 & 26	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
July 19	Autocross # 3, Devens, Ayer MA	autocross@ncr-pca.org
July 20	NCR New London NH Car Show	concours@ncr-pca.org
July 28 & 29	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Aug 15, 16, 17	Driver Education 2, NHMS, Loudon NH	driver-ed@ncr-pca.org
Aug 10	Autocross # 4, Devens, Ayer MA	autocross@ncr-pca.org
Sept 14	Autocross # 5, Devens, Ayer MA	autocross@ncr-pca.org
October 1 & 2	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Oct 11, 12	Oktoberfest, Gilford, NH, Gunstock Mountain Resort	
Oct 13, 14	Driver Education 3, NHMS, Loudon, NH	driver-ed@ncr-pca.org
Oct 18, 19	NCR Getaway Weekend ... The Balsams	social@ncr-pca.org
Nov 9	Annual Banquet (30 yr celebration), TBD	social@ncr-pca.org

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



David Churcher

It was my turn to write the editorial but I am not writing the whole thing this month. I will write a few lines to explain why Northlander was late last month, is again this month, and I expect again next month.

May was our season opener and wow did NCR do it in style. Four major events and the Autocross was late in the month. You probably think I was waiting for the contributions on the Autocross to include them. Well, yes, but ... remember that disc crash I had a month ago? We changed it out. But the problem was really the other disc. Crashed. But did not burn. Marc was able to retrieve all the programs and files and put them on a new Caviar disc.

And I have been distracted by some celebrations. Let me share my delight ... Helmi (my daughter) graduated from UNH with Honors. A thrill for an old man only matched by a Porsche ride.

Next month we have Parade. I will be there and that means I can't be working on Northlander. But it means I can include Parade in the late issue for July. If you are a real Northlander junky you can get your fix on the first of the month on the NCR web site.

And this is where my editorial contribution for June ends. I am lucky to have Tracey as a colleague. About half our repartee is about things other than Northlander and this sometimes leads to discoveries ... one such was a recent discussion about her ride in a borrowed Alfa and that now weaves in to this editorial. Enjoy.

David

This is interesting in that we have a Porsche Club co-editor that is going to write an article, for a Porsche Club publication, about an Alfa Romeo Spider that she drove that belongs to a former Porsche Factory Rep. that, secretly, down deep inside lusts for his favorite Porsche of all time, one of the European Hill Climb cars of the late 50's, early 60's such as an RS-60 or an RSK! – Tom Letourneau, car aficionado

I was fortunate enough to start the AX season early, having attended the Cumberland Motor Club's (<http://cumberlandmotorclub.com/>) April 26 event at the parking lot of Story Land in Glen, NH. My other half took the 911 and I drove my car. We had a great day beneath the summit of snowy Mt Washington, both cars performing quite well considering they'd only come out of hibernation the previous weekend.

So it went that after the CMC event the Jaguar club was holding their slalom (that's what they call their autocross) on May 18. Jay had to work so I drove alone to Nashoba Valley Ski Area in Westford, MA, to play. That Sunday started off glorious: bright sun and no clouds. A perfect spring morning for a drive. The car was all washed, waxed and vacuumed and the 1 hour and 40 minute drive was as smooth and exhilarating as though I were driving a new car.

I arrived early, the slalom co-chairs were still setting up the (not so) Easy-up tents. I helped with that then registered and went back to empty out my car and get teched. Got that done without a hitch then put the top down and drove over to staging. I was car 7 so I wanted to get in line early. Because of the great weather many club members (and their non-member guests) showed up with all sorts of vehicles: many E-types, a Corvette, some Triumphs, a couple Alfas, a Maserati and even a Subaru Outback. We were all anxiously waiting for the start.

I'm parked there in line waiting for the car in front of me to move ahead. He does so and I shift from park to position 2 on the shift when it happened. My car stalled. At first I couldn't tell because of all the loud motors surrounding me. Then I look down in the dash where my message center is and it reads "engine fault" with an amber light. Oh this is not good! I put it back into park and turn the key. The motor is turning but won't fire up. I call over the slalom chair and my friend Wes

and explain the situation. I'm obviously disappointed as I slip it into neutral and the boys push my car over out of line. Another member who is also a mechanic comes over to assess the situation and tells me to let it sit, it may just be flooded. Now I'm really bummed out, not because my car won't start but because I'm going to miss my run!

My feelings must have shown on my face because Adrian, another member whose vehicle had a mishap at NHMS the previous month (Steve Gratton knows what happen to poor Adrian's car) came over and said, "So you won't lose any runs, you can share the car I'm driving." I grab my helmet and follow him down the staging line to see what he's driving. And around the corner was this little Alfa Romeo Spider, painted Ferrari Fly Yellow with a wide green, white and red Italian flag center stripe running up the hood. Okay, this is a race car. This is an Italian race car. I've never driven an Alfa before, never driven any Italian cars for that matter. Adrian says "Get in and I'll help you figure out the seatbelt." The car's interior is gutted out save the Recaro race seat and 5-point harness. I get in the seat which I can only explain as a child's car seat for adults, and Adrian gets all the buckles snapped into the center hub. I pull the seat forward as far as it will go although I'm still using my tippy toes to push in the clutch. Turn the key and the car roars to life. My, that's a lot of noise for such a cute little car. Before I can even look around the sparse cockpit Adrian is telling me to go ahead so I can catch up. So off I go. Remember I've never driven this car, I don't even know who owns it at this point.

The average time for the Jaguar club slalom is 46 seconds, last year in my 3900lb car my best time was 49.9 seconds. Adrian said keep the Alfa in first for the first run until I got used to it. At the out gate after my first run I hear my time: 49 seconds. Well I already improved my time from last year but I'm also in a 2200lb car. This isn't a bad little machine, and it at least took my mind off my car for 49 seconds!

I ran two more runs and used second gear, each run better than the previous. In between I checked my car, still not starting, and I met the Alfa's owner Tom Letourneau. He wasn't driving his car but taking some nice photos of it in action.

continued on page 33 ...



Miriam Dunster

Well here it is the first of May, time for me to give this writing thing another try for the June edition. Out of all the responsibilities of the Presidency this is the one that I find the most difficult. I thought when I was first asked to step into these shoes it would be talking at all the events that I attended but that activity has not caused me as much anxiety as attempting to figure out what to write about each month. I wish I had a project to tell you about or something like that which could be stretched out over a few articles, however I do not. So I think this month I will talk about the upcoming events for June and July then end with a few mental notes that were made at my last gathering with some fellow Porsche fans.

Late April started the driving season for NCR with a DE event locally at New Hampshire Motor Speedway (NHMS) formally NHIS. It will take a while for the locals to get used to calling the track by its new acronym NHMS. Guess if we give it a year or so we most likely will not remember the old name. Our May calendar had a nice mix of different events that you should be able to read about in more detail within this edition; our Spring Rally, the Drive-in Movie night, and our first autocross at Devens. Be sure to check out the website calendar on a regular basis. We are not just documenting North Country Region events but those that are being planned by our neighbors to the south of New Hampshire and in some cases even non Porsche events that might be of interest.

Our June calendar has car shows, autocross events from multiple sponsors, and Driver Education events at different tracks besides NHMS. In July we are returning to the New London Common for our car show. Hope you come out for some of these events and don't let the cost of

fuel keep you away. Just remember these vehicles like to be driven so we have to do that to keep them working well.

On another note, there appears to be another aspect of the club that has been interesting to uncover over the years. We have a number of story tellers amongst us. The adventure stories can be simple such as when someone did something silly at one of the events or even just recalling some of the older events they attended. Or they have been complex travel adventures that had a Porsche tale intertwined within the trip. I would like to encourage all of you Porsche fans that do love to tell these stories to take the time on your computer to relive them through the written word. When you do please then share them with the editors of the *Northlander*. I am confident that a number of the club members would enjoy reading the stories that you have within you. Personally I consider myself lucky to have heard a number of these recalled stories in person at both regionally planned activities and the more informal gatherings that occur amongst the friendships that have been built within the club. May the spark set you off putting your pen to paper recalling these stories. Oh wait; I should have said fingers to the keyboard now. It just does not sound as good as the original pen to paper comment.

Anyhow, bye for now see you on the roadways of New Hampshire soon.
Drive Safely!

Miriam



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PORSCHE



Lisa Roche

New Members:

Mike J. Bacigalupo
Paul Jaques
South Burlington, VT – 1991 964

Keith D. Newell
Alekszander H. Newell
Dover, NH – 2008 Carrera

Tracy R. Pillsbury
Jane Pillsbury
Gilford, NH – 2007 977 Turbo

Lawrence D. Richards
Toni Richards
Nashua, NH – 2003 911

Jeff Stillson
Merrimack, NH – 2002 Boxster

Arthur P. Young
Patricia Young
Durham, NH – 2008 Boxster RS

Member Anniversaries:

1 Year:

Jim H. Messenger, Jr.
Carol Messenger
New London, NH – Unknown

James Trenz
Greenfield, NH – 1993 968

Jim H. Graham, IV
Concord, NH – 1972 911T

Mark S. Hourihane
Leanne Hourihane
Rochester, NH – 2004 911C2

Roger R. Perron
Joanne Perron
Northwood, NH – 1990 911

2 Years:

Gordon S. Bowersock
Leslie Inman
Lincoln, NH – 2005 911C2

Grant K. Cumming
Darlene Cumming
Deerfield, NH – 1993 911

Brian P. Raynes
Lindsay M. Raynes
Durham, NH – 1980 911SC

Pete Hodgkins
Sue Hodgkins
Bow, NH – 1997 Boxster

5 Years:

Thomas J. Breen
Tyngsboro, MA – 1987 944

Damon Josz
Lydia Hawkes
Sunapee, NH – 1967 911

Oliver Lucier
Christina Colburn
Rindge, NH – 1998 Boxster

Roger B. Nowak
Jessica Kay
Exeter, NH – 2003 Boxster S

David A. Strahan
Dawn Strahan
West Swanzey, NH - 1984 911

Max Stratton
Ben Stratton
North Hampton, NH - 2006 911 *

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

Golf!

Scenic Drive!

Shop!

Dine!

Tennis!

Surprise activity!



2008 NCR Get-Away Weekend

The Balsams Resort Dixville Notch, NH October 18-19, 2008

www.thebalsams.com



Last year was a blast!

North Country Region is looking to establish an annual weekend resort trip to enjoy a beautiful New England drive and the amenities of the many fine resort areas. After experiencing last year's great fun...come join us again. Be watching for the itinerary!

For those of you who missed last year's event...this year is a must! You may even find yourself playing some volleyball, crossing the bridge on the playground. Maybe even watching the Red Sox! The restoration has begun and things are looking more beautiful than ever.

Due to popular demand the 2008 trip will be to the Balsams Resort again this year. The Balsams is one of the top 700 hotels/resorts in the world according to the 2007 Conde Nast Gold List - the only Gold List hotel in New Hampshire! The Balsams received a 100% score for dining.

Visit the Balsams website for full information on the amenities that we'll enjoy, but here are a few highlights:

- Golf – as part of this package, enjoy \$ 20 greens fees (normally \$ 70) at the award winning championship golf course.
- Additional activities at the waterfront include badminton, basketball, volleyball, horseshoes, croquette, bocce and shuffleboard.
- Lake Gloriette - a sparkling, 32-acre spring-fed lake that can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast (Note – jackets are required for “gentlemen” at dinner.)

Options – make the weekend what **YOU** want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We will coordinate detailed plans with the final list of folks that sign up based on your locations. The resort will also accommodate folks who would like to add an additional night to their stay.

Since we were such a fun group Gary has been so gracious to extend the same pricing package as last year. He may own a Morgan but loves Porsches!

\$129 per person, based on double occupancy – INCLUDES accommodations, dinner, breakfast, evening entertainment and facility usage (outdoor heated pool, tennis courts, hiking trails, etc) \$179 single rate is also available.

We have a block of rooms set aside, but we must firm up a number quite early. **Contact social@ncr-pca.org by June 1st, 2008 to receive the registration form.** You'll register directly with the Balsams, but you must get on our NCR list first.



Judy Hendrickson

LOOKING BACK

In late 1974, Joanne relented and told me I could buy her a 911 before I got too old for one.

From the May/June 1988 *Northlander*, Vol 11, #3

Mitch and Joanne were NCR Charter Members. Mitch was our first treasurer. In another lesson in just how small a world it can be sometimes, Joanne had been a classmate of mine at Air Force Officer Training School back in the winter of 1969/70. While I haven't seen them out at an event in a long time, they are still members in so far as I know.

I think it is always interesting to read about other members of PCA, their lives and how they got involved with cars and NCR.

Judy

Confessions of an Ex-Autocrosser

by Mitch Manseau

I first autocrossed in the Florida panhandle in 1971. I started with a Volvo 142 - a true leaner! I enjoyed it after the first few events but somehow I knew I lacked the proper vehicle. Fortunately, the day before our wedding, my fiancée, Joanne, bought an MGB from a co-worker. I soon found out I was more than doubly blessed by the event. When I asked my insurance company to add the car and my new wife to my policy, the total premium decreased.

My bride was in fine shape as she was, not so, the MBG. I substituted a larger diameter front sway bar, a competition roll bar (I had learned that lesson in my previous Volvo) and more macho tires; but I never did figure out how to replace the wire wheels. I think I may have won my class with the MG once or twice before Joanne and I left for my next and her first

overseas tour. This was the end of our Gulf of Mexico honeymoon

I spent the next 15 months working as a United Nations military observer in Israel and Lebanon, or at least on their borders. I bought a new Lebanese Spec BMW 2002 in Beirut, but concentrated on defensive driving. I really felt most at ease driving around in a U.N. Wagoneer or Power Wagon with radio by Motorola. The Bimmer lost all three rounds of her struggle with the anarchical Lebanese drivers, but hated the Israeli 84 Octane even more! Anyhow, Joanne rejoined me in the spring of 1973, and we loaded the trusty "Brunhilde" up for the drive to Wiesbaden. I promised her the best hospital in the Fatherland if she got us there. Unfortunately, I didn't discover Alpina until much later. She carried us to our new home via Syria, Turkey, Greece, Yugoslavia, Italy and Switzerland in fine fettle. That was our Adriatic honeymoon.

Joanne's turn at a new car came when we ordered a local spec 914 2.0 liter. It was a fun car; would do 119 mph flat-out alone; 125 mph in a straight line; but we never autocrossed as I was not yet familiar with the PCA. (That didn't stop John Buffum at the time, however) Also, the rear trunk lid was affixed with a "VW-Porsche" insignia and I wasn't sure we were true Porsche owners yet.

In late 1974, Joanne relented and told me I could buy her a 911 before I got too old for one. We spent a day in Zuffenhausen checking colors and interiors, then ordered a 1975 911 S Targa in Peru Red with the then novel, anodized roll bar. (I really like roll bars!) We then watched the DM-Dollar debacle for four months before taking factory delivery in April. A month later I used the car for the Scuderia Hanseatfive-day driving school at the Nürnbergring and found six cylinders to be a lot more fun. We also participated in Porsche factory sponsored driving school weekends at Hockenheimring and the

Salzburgring (I wondered why the XWX's weren't wearing well). Simultaneously, we became involved in Germany Region, PCA and I started autocrossing again. At the time the course designers alternated between 356/914 drivers and 911 drivers. The 911 designer events, mostly held at military airfields, were fairly energetic events and we frequently reached high gear on the straights. My favorite win, five hours of shop/trade at B & B Exclusive in Frankfurt, occurred in the rain at Weissach, where we had gathered for our semi-annual autocross and shine worship.

After a year of 911 driving in its finest form, Joanne had scrunched the dogs and two week's worth of clothes into the car and rendezvoused with the QEII at Cherbourg. It was there that the worst part of the trip occurred. I have reason to believe the longshoremen winched the car over the bay and rinsed the undercarriage with salt water prior to loading. At any rate, we entered N.Y. Harbor amid the Tall Ships, July 4th Weekend, 1976, retrieved the terriers from the kennel maids and got the Porsche through customs before heading for Lansing to pick up "my" newcar, the yellow wagon. That was our North Atlantic honeymoon.

We arrived at Pease AFB in late July. They were advertising an SCCA autocross on base when we arrived, but moving in took priority. Joanne can be assertive at times. The next season saw some good SCCA autocross events at Pease, which as I recall, frequently included Mike Grishman and other Porsche drivers. The events were held in an old parking lot.

In 1978 we decided that our newly formed North Country Region should sponsor autocross events at Pease. The PCA Event Insurance Program put us in a better position to wade through the regulatory limitations than did the SCCA. With the sponsorship of my boss' boss, a 911 owner and rebuilder/restorer, I worked my way through the paperwork maze and got the necessary approvals. The day after the first event I also found out about all the coordination that needed to take place among the base agencies. Most of the time we were able to use half of a 1/4 by 1/2 mile former B-47 parking apron, through which no car ever sank, and Mike and Gary Tito designed some great courses. The standard pre-event drivers' meeting included Mike's threat of automatic enlistment for any driver striking an airplane parked or moving. Whether it was due to that warning or our collective good judgment and

absent bad luck, we survived the '78 and '79 seasons without incident and drew substantial participation. I believe the Air Force, as well as we, benefited from the arrangement.

We moved, at Air Force invitation, to Minot, N. Dakota, in September of 1979, and I have not turned a wheel in competition since. Joanne's current year round Porsche, a 944, doesn't even know what it's like.

Autocrossing was fun while we had a region of young, enthusiastic drivers and cars and parts weren't so dear. PCA's current track events are a lot of fun, but you can't go back! Right Gary? It's just nice to be back in my home region.

I scream you scream...we all scream for ice cream!

Don't be superstitious, join fellow NCR members on Friday the 13th of June for a leisurely drive along the NH back roads. Destination: Lago's Ice Cream on Rt 1 in Rye, NH.. Guests are Welcome.

The starting point is Porsche of Stratham <http://porscheofstratham.com/> at 6pm. So plan to be there at least 20 minutes before to sign in. There is no set time of arrival, we get there when we get there. Lago's is expecting us. If you'd like to decide what you're going to have beforehand, go to <http://www.lagos-lone-oak.com/ryehome.htm> to pick out your favorite flavor and frozen treat..

Those not wanting to do the small ocean tour can meet at Lago's at 7:30pm. (or there about).

After dessert, for those who want dinner (wouldn't your parents be angry!) a restaurant will be decided on at the ice cream shop.

Check the website <http://www.ncr-pca.org/turbo/> for updates on this social gathering. Hope to see you there!

Guests are Welcome.



PCA MEMBER ONLY RAFFLE

Win A 2009 911 Carrera S

GRAND PRIZE: 2009 911 Carrera S

Winner may select any standard Porsche color

INCLUDED OPTIONS:

- Heated Front Seats • Wheel Caps with Colored Crest • Navigation Module for PCM
- Bose High End Sound Package • Power Seat Package

or winner may select cash prize option,
see www.pca.org for complete Terms and Conditions

HURRY!
**BEFORE IT'S
SOLD OUT!**

(2006 and 2007 raffles
sold out prior to entry
deadline!)

Visit the Porscheplatz (Porsche Owners Corral) and PCA Membership Station!

July 11-12, 2008

at the Northwest Grand Prix at Lime Rock



Join us for this exclusive PCA member opportunity! Display your Porsche in the Porscheplatz corral, watch Porsche's LMP2 RS Spyder in action and take part in the following Special Events:

- Scheduled Appearances by Porsche Race Drivers
- Supervised Parade Laps of the track
- "Hot Pit" Escorted Tour Raffle
- "Long Distance Award"

For information please contact: Botho von Bose, bvonbose@lomltd.com, 416-509-6661



For the latest schedule information please visit the IMSA website at www.imsaracing.net.

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.

Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of IMSA and ALMS.



Paul Frucci

Our season opener is now on the books. Our joint Novice Day program with NER gave us 36 cars beyond what we'd normally see. Combine that with sold out Green and Yellow groups, not being able to get into the track until 7:30, collapsed central garages, a flooded tunnel so we needed to drive around and enter the infield from the track itself after entering near turn 7, cars parked all over the infield so communication via the PA system was nearly impossible and you have a perfect storm that made Day 1 about as challenging as I would ever like to see a DE day be. The good news is that thanks to everyone's patience and recognition of the unique circumstances that day, it all worked out. In addition, we "hooked" enough new drivers so that our Green group for the August "Heat of the Summer" event is already sold out!

While we were having our two day DE event, Ford and AAA were holding a competition for high school mechanics in the north paddock area. So add another 60 or more cars, students, parents and faculty to the coziness of our little soirée. Ford sponsored over 20 "track samplers" for the students so instructors were pretty busy both days giving a taste of the track to these young people for the benefit of the Make-a-Wish Foundation. This was on top of the two students that most had assigned to them for the event. I know that I can safely speak for Steve Gratton in expressing our gratitude to the instructor corps for really "stepping" up in making this event a huge success.

There were a lot of smiling faces that day.

I would be remiss if I did not also acknowledge the tremendous effort of our DE Committee and volunteers

without whom this event would not have happened: Steve Gratton, who did a masterful job of juggling the ever changing instructor-student assignments as well as the track samplers; Lisa Roche and Joe Kraetsch, who managed the onsite registration chaos without breaking a sweat; Fred Bussiere and Mark Watson who not only handled all the operational curves that were thrown at them during the day, but organized tech outside of the gates to start at 6:15 AM so we could get our day started on time in spite of the late track entry; Steve Artick from NER, who led our Novice classroom session on both days; Ron Mann, Matt Wallace, Laurie Jitts, Peter Tracy (and I'm sure I'm leaving out others) who led the Novice Day car control exercises in morning; our stewards, Edgar Broadhead and Mark Nadler and last but not least, John Lussier, who as our new registrar this year has had the additional burden of learning and implementing a new registration system as well as learning the registration job itself. I'm glad John is retired, because he has put a full time effort into getting all of us into the system, registered and patiently answering our dumb questions. Thanks John!

Oh, if I forgot anybody, please don't be offended. I'm old. I forget.

OK, enough. Now let's look ahead.

Our next NCR hosted event is not until August, but there is a lot going on for the core NCR track junkies between now and then. We have strong representation at the annual Zone 1 "48 Hours at Watkins Glen" event the weekend of June 20th. If you've not participated in this event or been to Watkins Glen you really should try to get there next year (as this year is pretty solidly booked). It is a great place

continued on page 14 ...

June 2008

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RIGHT at lights onto Rte. 9/Littleworth Road; over bridge; 1st LEFT onto Industrial Park Drive;
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.... continued from page 12

to see familiar faces from our sister Zone 1 regions every year and drive one of the most famous tracks in the country.

In July, our "Camp NCR" faithful will head north to Canada for three days at Mont Tremblant on July 7th, 8th and 9th followed by three days at Calabogie on the 11th, 12th and 13th. This is another great sequence and I think those of us who did it last year put it at the top of the list in terms of a fun week with NCR buddies driving two more fabulous tracks.



I had a call from our friends at CVR letting me know that they were able to secure a full day at Lime Rock on Saturday, November 8th and a commitment that they would save space for NCR members who would like to join them. Given how late in fall (and how close to winter in NH) the date was, I felt it prudent not to commit to sponsor this event, but go to the CVR site at <http://www.cvrpca.org> to register if you need just one more day.

There are many events around the Northeast for us to participate in, so if you need a "fix" check out <http://www.thetrackschedule.com> to see what's going on.

As always, we welcome your feedback at de@ncr-pca.org.

See you at the track!



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NCR 2008

THE SEASON IS OPEN

April gave way to May and in May the NCR people started their season. Four major events for May. A DE at NHMS, a fun rally, a Spring Thing, and Autocross #1. Not a bad start to a new year. The following pages contain photographs and text to share those four memorable openers.



*Photos by David Churcher
at NHMS Season Opener*

Go West Young Man Rally and Dinner

By Judy Hendrickson

Go West Young Man was the latest installment in the series of Jay and Matt's Most Excellent Rally Adventures. A beautiful sunny spring day greeted the 40 drivers and navigators as they assembled at **Porsche of Nashua**, our sponsor for this event, for the start of the rally. In addition to the beautiful member cars there were a host of new Carreras, Caymans, Boxsters and Cayennes to entice our buying daydreams. Dan Witmer of **Porsche of Nashua** was always the gracious host plying us with fresh Dunkin Donuts donuts and coffee – the staple of us New Englanders. Bah humbug Starbucks!

After brief introductions and a review of the safety rules, navigators picked up their rally instructions and out times and headed for their cars. I was looking forward to this drive both because it was in my backyard and it gave me a chance to catch up with an old friend of mine, Ann Ackerman, whom I had lost touch with over the winter. Ann is the former proprietor of Images and Ideas, publishers of the *Northlander* back when my late husband Doug and I edited the newsletter. We learned a lot about the publishing business from Ann and her late husband Phil. Without them I'm not sure we would have won the Heinmiller Award for best PCA newsletter back in 1994. Times were much different back in the mid 90's with printing being on an off-set press and photos being first in black and white for good contrast and then converted to half-tones – hand pasted up for the printing process. A far cry from the full color web version and color cover Docutech production process of today.

Ann and I quickly looked over the route instructions and then the questions. Ann is a Nashua resident as am I and because of our familiarity with the area, we quickly answered several of the questions and knew where we would find answers to others along the way prior to even leaving the parking lot. "Oh, what is our out time? 2:11. Wow! We better get over to the out marker, we're already late!"

Somehow we managed to work our way around all the staged cars only to realize Matt and Jay had everyone stopping for a quick safety check. Slow down, quick flash of the headlights and blinkers, a toot of the horn and a flash of the brake lights as we waved goodbye to them and

we were off. Bam! Right after the first instruction we encounter an answer to question #7 – Where can you get 24-hour pet emergency care? Nashua Animal Medical Center. Half a mile further, at instruction #5 and we encounter the answer to question #1 – Who makes investments – Edward Jones. Things are happening quickly. Over the next 8 miles along Route 11, we confirm our guess that the question dealing with how many hills at the landfill as four for the Nashua Four Hills Landfill on the left side of the road, shortly after encountering the misspelled Zacharie's (Zacaharia's) Pizzeria on the right side of Route 111.

Thus it continued with finding all directions within the odometer noted error of the mileage specified and seeing all the question landmarks save for one. Although we did see an Emerson Road, we missed the Daniell Emerson House built sign, only to learn that it is a very familiar house that nearly sits in the road just off Hollis's Monument Square.

One answer we were expected to get right away but puzzled us a good bit for a while was Where can your pets drive the back 9. Then it dawned on me as I realized we were on Route 122, heading for Amherst, Country Club Kennels, where I take my dog, Sabrina, to stay when she can't go with me or needs a haircut. Also along this route was our own Heike Martineau's grandmother's house – Roswitha's Old Toys and Collectible Dolls. I understand some got tripped up by the question: How far is Faith Baptist Church, thinking the rally masters wanted the distance from the start versus the distance stated on the sign (1/3 mile).

One of the surprises of the rally was the required stop at a specified convenience store to purchase non-perishable foodstuffs that would be donated to the NH Food Bank. Matt told me later that 42 pounds of food was donated – over a pound per person. What a great idea instead of having a registration fee for the rally.

A short 50 miles away (nice, in consideration of gas prices these days and the fact that our cars do not get great gas mileage in third gear – the average speed limit on this rally being 40 or below) and 2 hours distance found us streaming into the parking lot in Mason, NH of Parker's Maple Syrup Barn Restaurant. The gift shop might have made some sales if it hadn't closed at 4PM. Ann and I had entered and just begun looking around when the clerk advised us she closed at 4 and it was 4:15 and invited us to

depart. Although Parker's serves dinner it is far better known for its breakfasts. We essentially had the place to ourselves. As good as the pancakes and waffles are reported to be, the turkey dinner Ann and I had was also delicious. The other choices of stuffed chicken breast and ham and beans also got good reviews. There was ample time to socialize and meet several first timers and members we hadn't seen for a while: Scott Murray, Nick and Amy Walsh and Riley, Carl Schulz and Kathy Sirak, David and Sharon Gill, Jeff and Kim Stillson and Charles Purwin and Nicole Zemieux. While the roster lists Samantha Frazier with Paul Tallo, I believe it was the mysterious Clayton who has the garage where Paul moonlights that accompanied him on this rally. Dolores Fortier and her grandson, Payson Mitchell were among the last to arrive, but were not the last to arrive, that distinction going to Jack Saunders and David Churcher.

Following the meal and more banter amongst the guests, the results were reviewed. All answers were provided, even some dually acceptable answers – such as: What town has a friendly library? Hollis has the Social Library which was the desired answer, but Brookline has the Friendly Library which was deemed an acceptable alternative. Finishing places were determined by number of questions right and travel times closest to the rally masters' average time for completion of the rally (1 hour 46 minutes) as verified by the date/time stamp at the convenience store purchase and the individual out time. Low and behold Ann and I had the most questions right with 20, Charles Purwin and Nicole Zemieux along with Miriam Dunster and Lisa Roche both had 17 questions. All of us had the exact same time — 1 hour and 43 minutes! Trophies were prints of the special poster made of the 2007 *Northlander* covers and a free certificate to attend Skid School, the advanced driver training for dealing with the unexpected. Jay is director of program development there and I'm an on-call instructor – I gave the certificate to my partner for the rally – Ann Ackerman. I think a good time was had by all, Ann and I certainly had a good time. It was a relatively stress free rally over pleasant roads with pleasant scenery. Plan on joining us next time. It's a lot of fun. Oh yea, the other prize for first place is getting to write this article. Remind me to disqualify myself next time. ☺



Photos this page:

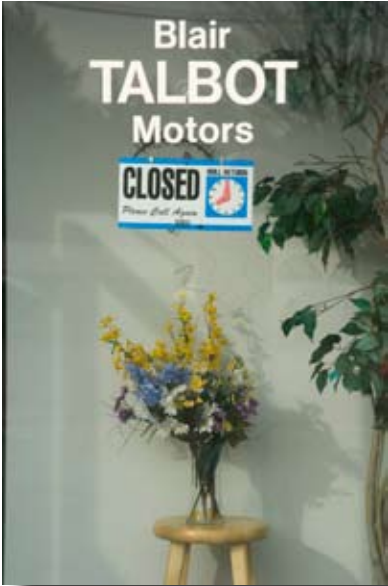
Above by David Churcher

At right: the winners by Matt Romanowski



NCR'S FIRST EVER ANNUAL SPRING THING

What is a Spring Thing? It is a BBQ followed by an old fashioned drive in movie. Really ... pull the Porsche up in front of the big screen, turn on the radio and tune it to the movie sound system, then snuggle up, fog up the windows ... and enjoy. And enjoy they did. Just look at these photographs and note the action Barb caught by sneaking up on unsuspecting NCR folks.





Photos page 18 David Churcher
Photos this page Barb Talbot

NCR Autocross #1—May 24, 2008

sponsored by Porsche of Nashua

by Joe Kraetsch, NCR Autocross Chair

It was the best of times. It was the worst of times. No, I am not writing a novel but depending on whose perspective, this describes our first autocross of the season. From the competitors' perspective, it was a good event and everyone had a great time. From a management perspective, it was a bad dream.

The day started out sunny turning to mostly cloudy through the day with temperatures in the sixties. The wind was cold at times and got so heavy that we had to take the timing tent down. We had a very good turnout with 66 drivers challenged by an excellent course designed by Chris Darminio and John MacDonald. The course was open and easy to follow for the novices, yet provided some technical elements that were difficult to master even for the best drivers. To quote one member's comments:

A very interesting course with two distinct personalities: the first half was sweeping and the second half technical. It let everyone find favorite parts of the course and kept them on their toes. A special thanks to the course designers...

Our novice program continues to draw newcomers into the sport. We had about fifteen novices including a Junior Participant, Nora Seymour. Nora drove her father's Lotus Caterham very well in her first autocross ever. We hope to see her again. We had a number of guests, many including some outstanding instructors from the Renegade Miata Club (RMC). North Country Region has a reciprocal agreement with RMC. RMC members are welcome at our autocross events and NCR members are welcome at RMC autocross events. This year, we are also trying a new guest policy on a case by case basis. North Country Region members who would like to invite a non-member guest to an NCR autocross should contact me for details.

I won't provide all the gory details of the bad dream, but my wonderful staff pulled together to get the event going and to keep it going. They kept most of those gory details transparent to everyone else. The visible ones were: the police closing the main entrance to the site for a town parade that we were not warned about; first car off an hour later than normal and the hand-written timing slips. Once started, the event ran quite smoothly and everyone got 4 morning runs and 3 afternoon runs. 7 runs are quite respectable and I doubt if anyone except me really expects to get 8 runs at all NCR events.

The summary results are posted elsewhere in this issue. The complete results are posted on the NCR website. Note that our autocross events score the average of your best morning run and your best afternoon run. There were a couple interesting classes:

In Production 6, Chris Ryan and Bob Canter continued their dual from last year. Bob had a 0.273 second lead in the morning, but Chris pulled a couple nice runs in the afternoon and took the win by 0.465 seconds.

In Modified, Mark Skala tried to overcome Ron Mann's 1+ second halftime lead. It looked like he might do it, but Ron managed a clean third run to escape with a win by 0.4 seconds. Ron also took the Porsche FTD. In other Modified class news, Chiquita did not leak oil!

Grant Reeve, one of our guest instructors, dominated the non-Porsche class and the event in both raw time and PAX. Not only did he win the class, but took FTD and top PAX for the day. Nice driving!

The race of the day was in Production 7 with only four entries. Driving Boxsters, we saw our defending champion Chris Jacques, Greg Osche (who missed that title by a tiebreaker) and Oliver Lucier, 2006 class champion. Mike Stukalin

was the newcomer to the class, driving a 993 cabriolet on street tires. In his old Boxster sporting a new engine and brand new Hoosiers, Ollie had the fastest time in each session and took the win. Greg was only 0.019 seconds out of the lead in the morning and a half second ahead of Chris. Mike was a bit over 2 seconds out of the lead. Chris was 0.4 seconds faster than Greg in the afternoon but on average time, he fell 0.073 seconds short of taking over second place. Mike pedaled hard in the afternoon and in spite of having no clean afternoon runs, he moved within 2 seconds of lead. All four drivers finished among the top ten Porsches in both PAX and raw time. This will be a fun class to watch this year!

I want to thank my staff for their dedication and hard work through all the adversity, making the event appear so smooth and handling administrative details while I worked on the timing issues. I want to thank Chris Jacques for help in diagnosing the problem so we could get the event started. I want to thank Matt Mitchell, a non-competitor friend of Jason Weier. Matt volunteered for gate duty at the distant gate while the access road to the site was closed. I also want to thank everyone who pitched in and helped out to keep the event going. This club really is about the people! Last, and certainly not least, I would like to thank Porsche of Nashua for their generous sponsorship of this event.

NCR Autocross #1--May 27, 2008

sponsored by Porsche of Nashua

Strict Stock (PAX indexed Class)				Time	PAX
1	S7	Steve Ross	2000 Boxster	68.924	56.104
2	S7	Carol Hottenrott	2004 Boxster S	70.650	57.509
3	S6	Dick Demaine	1988 911	73.210	58.860
4	S8	Brian Cooner	1999 911	72.062	59.379
5	S2	Miriam Dunster	1987 944	75.998	60.038
6	S6	Glenn Chase	2004 Boxster S	76.396	61.422
7	S7	Suzy Ascher	2000 Boxster	75.885	61.770
8	S2	Michael Orsini	1989 944	80.042	63.233
9	S8	James Komiak	2002 911 Carrera	83.399	68.720

Production 2				Time	PAX
1		Joe Kraetsch	1988 924 S	69.982	57.175
2		Lisa Roche	1988 924 S	70.741	57.795
3		David Case	1987 944	70.744	57.797

Production 3				Time	PAX
1		Mark Schnoerr	1974 914	65.225	54.201
2		Sigrid Schnoerr	1974 914	66.723	55.446
3		Chris Darminio	1976 914	68.207	56.680
4		Jay Gratton	1973 914	82.876	68.870
5		Jamie Gratton	1973 914	88.654	73.671

Production 4				Time	PAX
1		David Beningson	1987 944T	69.868	58.130
2		Francis ODay	1971 914-6	76.060	63.281
3		Jack A. Saunders	1990 944S2	87.549	72.841

Production 5				Time	PAX
1		Georges Rouhart	1993 968	68.428	56.932
2		Betsy Rouhart	1993 968	76.048	63.271

Production 6				Time	PAX
1		Chris Ryan	1984 911 Carrera	69.958	58.205
2		Robert Canter	1984 Carrera	70.423	58.591
3		George Skaubitis	1993 RS America	72.804	60.572
4		John Lovell	1986 911 Carrera	72.895	60.648
5		Chris Lovell	1986 911 Carrera	73.054	60.781
6		Jeff Johnson	1987 911 Carrera	74.799	62.232
7		Christine Skaubitis	1993 RS America	77.773	64.707

Production 7				Time	PAX
1		Oliver Lucier	1998 Boxster	64.965	54.700
2		Gregory Osche	2001 Boxster S	65.419	55.082
3		Chris Jacques	2001 Boxster	65.492	55.144
4		Mike Stukalin	1995 993	67.142	56.533

Improved (PAX indexed Class)

				Time	PAX
1	I6	Charles Stromeyer	1997 993 turbo	65.263	56.583
2	I5	Stephen Lefebvre	2007 GT3 RS	68.996	59.474
3	I4	Andrew Grignon	1986 944 turbo	80.080	68.708

Modified (PAX indexed Class)

				Time	PAX
1	M4	Ron Mann	1970 911	64.103	55.513
2	M3	Mark Skala	1970 914-6	64.808	55.929
3	M3	Judy Hendrickson	1973 914-6	69.863	60.291

Novice (PAX indexed Class)

				Time	PAX
1	S2	Michael Moushen	1986 944	76.432	60.380
2	S7	Daniel Forte	2004 Boxster S	76.190	62.019
3	M5	Fedele Cacia	1991 911/964	71.259	62.137
4	S8	Susan Kelley	2007 997 C2S	78.157	64.401
5	S2	Guile Wood	1983 944	81.615	64.475
6	P3	Laurence Day	1985 944s	79.337	65.928
7	S2	Barb Talbot	1987 944	99.083	78.275

Top Times Of Day

Raw time	Ron Mann	64.103
PAX	Mark Schnoerr	54.201





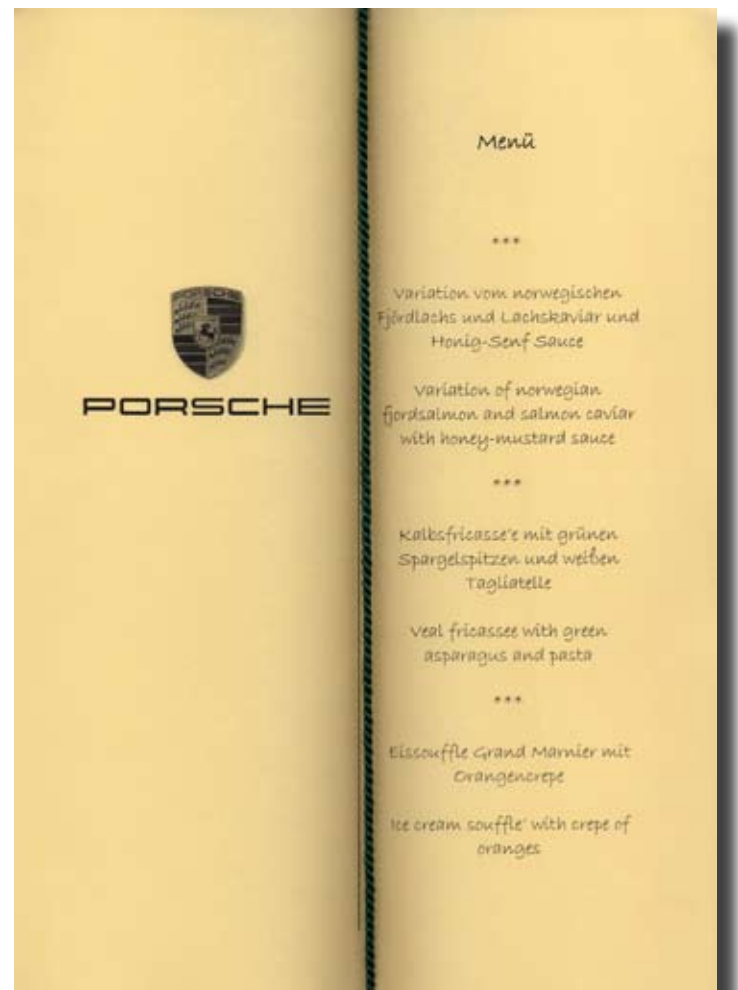
*Photos of Autocross #1 on both pages
by Matt Romanowski*



PROFILE:

HARRY ROBINSON IN Mr ROBINSON GOES TO STUTTGART

As told to David Churcher by
Harry Robinson



PROFILE

A few months ago a mutual colleague called me to ask if I had seen or heard from Harry. It seemed Harry had disappeared. He was (as the Brits say) tending his garden for a while and reorganizing. By the time we sat down to chat Harry was in his new office and surveying his new acre. We talked about our coming trips, mine to Long Beach, his to Germany. The lucky duck had a blast and the following paragraphs tell the story. I am not just envious of Harry's trip. I am jealous. But his trip was well deserved and he did not waste a second of it.

The first part of this story is a brief background on Harry for the benefit of those who might not know him. Who does not know Harry? The remainder is a recount of a most incredible trip.

A little background history ... I was born, and grew up, in Born on Bryan AFB Texas 1955. Moved to North Beverly, MA in 1960. Then off to Hampton, NH in 1972. We have been living in Barrington, NH since 1991. I married Kathleen in December 1985 and our son Dean arrived October 1991.

I went to school (and college) at Kimball Union Academy 1970 – 1974 and UNH 1974 – 1976. US Navy onboard Frigate Brumby's Navigation team 1977 – 1981; UNH 1981 - 1983.

And I discovered Porsches in 1967. Later I became an enthusiast and a salesperson for Porsche in 1985 at Ed Byrnes PIA Dover, NH.

Why Porsche?

As a lad, my dad and friends raced them in club events in Massachusetts and Connecticut. I was part of "pit crew" then. Growing up, my mother's family had extensive vintage car collections, and

I was always going to events with them. I developed an affinity for motorcars, motorsports and vintage classes.

Do you have a sales technique?

Relationship selling. Most of the clients I serve I feel are friends. We have many long standing business transactions that evolve into friendships.

When did you join NCR-PCA?

My affiliation with NCR began in 1987.

Best NCR funny story?

You ask me for funny sales stories. When Porsche was involved in their Indy Car/ Cart program (1988/89) I was then employed at Ed Byrnes. Still new to the Porsche lifestyle, my "mentor" at the time was Stephen Kaplan, fellow sales guru. Stephen had been around some, and reasonably well known. Anyway, we both had won this long weekend to THE Meadowlands as a guest of Porsche. It was a "full monty" trip, meeting with the drivers and having dinner, pit suite passes, food galore with libations and accommodations at a hotel on premises. It was late Saturday afternoon, and many of us had gathered in the Atrium of the hotel for drinks and conversation. During the day, I had chummed up with the pit suite next to Porsche, owned by huge construction company with Italian name. Sure enough, I ended up having a drink or three in the Atrium with this group. Then Mario and Michael Andretti sat down right next to me. Stephen was late arriving. When he finally did arrive to the table, Mario Andretti commanded him to retrieve drinks for us all as though he was the waiter! Now, many of you knew Stephen. You HAD to see his expression. That is forever imprinted in my memory, and I ALWAYS called him on that one for sure!

And your first Porsche was?

My first Porsche new was a 1987 924S Coupe (which I still have). I joined the club, and sponsored a "concours prep" event at Ed Byrnes. As I recall, Phyllis Stibler was involved in the presentation. As my car was new, we used it as an example to highlight techniques of cleaning all of the hidden places normally overlooked. Opened the hood, and leaves flew everywhere from the engine compartment! Had to be there, but as a "newbie" I found it embarrassing yet humorous amongst my experienced peers!



"Leipzig INCREDIBLE facility! F1 FIA rated test track on the grounds. Yes, we drove it. Famous turns from many tracks incorporated into this track include the Laguna Seca corkscrew."

Photos above:

The literature collection

Restaurant at Porsche Leipzig

Cork Screw at Leipzig track

photos above by Harry Robinson

photo page 24 by David Churcher

Favorite Porsche model?

911 Turbo

Why this one?

It has a unique appearance, type A image, fabulous heritage, and un-remitting demand for this model by consumers.

And, plans for 2008?

My plans for 2008 are to jumpstart our sales and service in the new Stratham location. An invigorating challenge and fun to boot. Porsche has been quite a rewarding run for myself and family. We have gotten to know so many of you who "live the Porsche lifestyle." We want to adhere to the Robinson family creed which simply states: "Work hard, play fair and party hearty!" With that in mind, all else will fall into place. New Hampshire is a great place to live but as we all know "it's the people who make the difference!" It's our goal to stay connected with all of you Porschephiles!

THE TRIP:

Excellence can be expected of Porsche in everything they do. And that includes hosting their sales people. This trip was organized by Porsche AG and it was to host 20 US sales "Masters" in Stuttgart and Leipzig. The planned and hoped for trip to Weissach did not happen. But perhaps for good reason which only added to the flavor of the trip.

What happens in Stuttgart? That is where they build the 911 and prepare components of the Boxster for shipment by train to Finland for assembly. What happens in Leipzig? That is where they assemble Cayennes and Carrera GTs... well, they did assemble GTs ... that run is over. And what happens in Weissach? That is top secret ... it involves the Panamera and the (I suspect) LMP1. And this is probably why the visitors did not get to see Weissach. Several important people from Weissach did join the group for dinner and conversations.

At these restaurant stops it was not all about the food. The conversations were rich and satisfying. The Weissach portion of the trip was "not on" but Porsche did send over some engineers to join

the group for dinner. This was fortunate perhaps. Some interesting conversations unfolded. Questions such as: "the Carrera GT has finished its production run... so all that engineering is gone?" The reply indicated the V10 and Carrera GT suspension will live on in "another project" (the Panamera?). And, what about the Panamera? No word. Top secret. And what about the relationship between AUDI and Porsche .. is it friendly? Yes it is. It is cooperative. And I heard the same response to this question at the Audi pits in Long Beach. I had asked Harry to enquire about the Porsche LMP1 (**my** rumor) and possible Porsche Le Mans plans. The reply was a wink and a sign of zipped lips. Go figure.

Here are the names from the Weissach engineers who joined us at Dinner:

Mr. Stephan Pelters

Mr. Nils Nagel

Mr. Markus Timmer

Alexander Duwendags

Project Manager Global Training

Mr. Ralf Klose

Engineer that gave review from Weissach

During the visit to Hockenheimring several elite motorsport drivers came to join in at the Jim Clark Revival Restaurant.

Harry's enthusiasm for the people he met was overflowing. Listening to him recount the conversations and meetings it was clear the most impressive person was Manfred Jantke. For 20 years Jantke was Porsche's PR and Sports Director. He retired but was called back to motorsports as a consultant for Infineron and he also is a commentator at Le mans.

Were they disappointed by missing Weissach? I don't think so. Harry's recounting of the trip began with enthusiasm and that enthusiasm did not stop. He arrived at the airport and asked for directions to his hotel only to have his informer misunderstand and send him off on a train ride to the suburbs of Leipzig. Another train soon had him back in town and to his hotel. Such is public transport in Europe. You are never too far from your destination. Once settled Harry met his colleagues and the 911 he was to drive on this trip. His own, personal



Above: Manfred Jantke speaking of the threat to Porsche by Ralph Nader's campaign.

Below: Harry with some cars he would like to have as souvenirs of his trip.

Photos by Harry Robinson



"We also met Butzi Porsche, designer of the 911. Manfred Jantke driver and journalist extraordinaire."

continued on page 28...



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"The new museum was masked in scaffolding. The rear section has a likeness to the rear of a Can_am Porsche!"

"Zuffenhausen WERKS ONE! Classic Shop. 917/908 bergmeister/ 1950 356 coupe/ 8 959 series, so many cars, so little space!"



Photos above:

The Horch. A favorite of Harry's since childhood.

Harry examines more possible souvenirs.

"And the most memorable moment was? Going 300KM in a 911 on the Autobahn just outside Neustadt. We did several high speed moments between Leipzig and Dettlebach."

... continued from page 26

for a while, 911. Soon to be hurtling down the Autobahn at 300kmh in a train of Porsches. Can you imagine the delight? Harry said after the ride he had the feeling of the statue in Leipzig of the king on his horse with sword raised. Exhilarating. Incredible. What is 300kmh? In American it is about 175mph. Can you imagine that on I-95?

The above paragraph may first sound like reckless driving. It is not. Given the drivers, the cars and the roads. Moreover, given the nature and courtesy of other drivers in Germany it is possible and safe. No one will threaten you or cut in. It's simply not done. The 911, in Harry's words, was a dream...stable, road hugging, even over bridges and through cross winds. This car is designed and built to behave and perform.

But it is not all about the cars. It's also the restaurants. And the people he met. And the

factories visited. And the restaurants.

They visited Zuffenhausen and Leipzig assembly plants, the test track at Leipzig which has incorporated exact replicas of many famous tracks including the cork screw at Laguna Seca. And, did I mention restaurants?

What about the new 911? Saw it. Looks great. Has iPod. Has paddle shifters and a six speed. Not a Tiptronic, probably a sequential. What about Cayman and GT3? No new models until 2010. What about the Cayenne? A smaller version coming. Also a 600HP version...just for Soccer Moms. What about Hybrid? No plans from Porsche. What about the restaurants? See attached menus.

As our "interview" began to close we both began to speak of dinner, gathered up the literature pile (see photo) and I asked Harry to hold up a moment while I snapped a photo or two. I apologized for the delay and noted photographers can be a pain and never settle for just one shot. Harry reminded me he had grown up in front of a camera and was accustomed to it. His dad had worked for Polaroid and of course did a lot of "testing."



New London Car Show, Sunday July 20, 2008

Judy Hendrickson

The Town Common of New London, NH again hosts the 2008 NCR Car Show sponsored by the Michael Bernier Insurance Agency and Porsche of Nashua. Net proceeds benefit the NH Food Bank and additional cash donations or non perishable food stuffs will also be accepted.

This year's twist will be a Mystery Judged Area. Bring your car cleaning supplies. At the start of People's Choice Balloting period, the Mystery Area will be announced and 30 minutes will be allowed for each entrant to clean that area. Judging will be done by a selected

team of fellow entrants in a different class. Ranking will be in order of cleanest/best condition.

Bring a picnic lunch or grab a bite at one of the many eateries nearby. See www.ncr-pca.org for more details.

North Country Region, PCA

presents the

New London Car Show

Sunday, July 20, 2008

to benefit the

New Hampshire Food Bank

sponsored by the

Michael Bernier Insurance Agency and Porsche of Nashua



People's Choice and Mystery Area Judged

Class Awards (People's Choice and Mystery Area Judged), Honorary Judges Choice, Best Overall People's Choice and Best of Show Mystery Area Judged. Classes dependent upon entries. Race car class requires roll cage.

Location: Town Common, Rt 114 (Main Street), New London, NH (Exit 11 off I-89)
Car placement begins at 10AM Judging Begins at 11:00 AM

Tour the Bill Kidder Ice House Collection (www.wfkicehouse.org) or visit the New London Historical Society (www.newlondonhistoricalsociety.org)

\$25/car registraton in advance, \$30/car day of event

Register electronically at www.ncr-pca.motorsports.com or mail registration and check, payable to NCR-PCA to Lisa Roche, 35 Chapman Place, Leominster, MA 01453

Questions:

Judy Hendrickson, 603-881-7576, concours@ncr-pca.org

Name(s) _____

Address _____

Email _____ PCA Region _____ PCA Membership# _____

Model Year _____ Porsche Model _____ Color _____ Body Style _____

Hemmings Motor News will be holding its second New England Concours d'Elegance on July 20 at the Stratton Mountain Resort in Vermont, and one of the featured cars will be the 1973 and earlier Porsche 911. For this invitation-only event, we have set aside a space for the display of 12 cars in this class. We would like to invite members of the PCA's Zone 1 to submit their cars for consideration.

Each car owner, and his or her guest, will receive free admission to the Concours. Minor children will receive free admission as well. At least one photograph of each car selected for the display will be featured in Hemmings Motor News; in addition, we may select certain cars for full feature treatment in our monthly magazine Hemmings Sports & Exotic Car.

The New England Concours d'Elegance will be held on the golf course at Stratton Mountain Resort in the Vermont's beautiful Green Mountains. The Concours caps a weekend of events that begins with a tour from our headquarters in Bennington to Stratton on Friday, July 18, and an open-to-all car show on Saturday, July 19. More information about the Concours is available at <http://www.hemmings.com/events/concours.html>; details about Stratton Mountain are at www.stratton.com.



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CAR AFICIONADO DISEASE

Tom Letourneau

NOTE: Tom, a member of about 7-different marque clubs, has recently retired, after a 40-plus year career in the automotive industry, that included stints working for Porsche and Audi - during its infancy here in the US, in the very late 60's and early 70's - as its District Parts Manager in New England, and then with SAAB Cars during the 1980's - in a myriad of field positions - ending up as SAAB's Eastern Region's Dealer Development and Business Management Manager. He then spent the next 19-years in the automotive computer software business selling automotive diagnostic software and business management software to new car dealerships, and small independent repair shops throughout New England.

For many of us possessed by what one might refer to as the "Car Aficionado Disease," it is a well known and established fact that some are more possessed than others.....kind of a form of 'Poltergeist.'

One of the more costly aspects of said affliction (besides owning 3 or 4 or 5 or more vehicles of different marques) often includes membership in various 'marque clubs' -- of which I belong to seven! And, while I no longer belong to the Porsche Club, there are still very close sentimental attachments because of my having worked for Porsche in the early days of my automotive career as its District Parts Manager here in New England.

Knowing that the local Porsche club, as with each of these different clubs I am presently associated with, have monthly (and by-monthly) newsletters, which often comprise local, national and international editions I thought I would

take a moment and personalize for the local Porsche aficionados an article that I wrote, a short while ago, for another marque club.

In addition, to belonging to different marque clubs, if you are at all like me, you also probably subscribe to, and/or read for free at Borders, while sipping a \$4.00 cappuccino, *AutoSport*, *AutoWeek*, *Automobile*, *MotorSport*, *Road and Track*, *Grassroots Motorsports*, *Classic MotorSports*, *Hemmings*, etc. (NOTE: I do all of the above, including the cappuccino!) In between all of this I do try to find time for work, but that is becoming more and more difficult... actually, extremely difficult as I am getting older!

The other positive side of all of this is that it affords me an opportunity (my time spent reading/perusing all of these publications) to find tidbits of interest that I can then "plagiarize" and pass on to my local, friendly club newsletter editor in order to bring these words of wit (and sometimes wisdom) to my fellow club members and aficionados that do not have the time for such worldly endeavors, as do I. WHY? Because they (most of them) have to work for a living...hence a shortage of time to be spent 'lollygagging' - sipping cappuccinos at Borders.

So, that said, let me share with all of you a rather funny article that recently appeared in the most recent issue of *The Jaguar Enthusiast* magazine from England. (NOTE: This publication is the official magazine of the Jaguar Enthusiast's Club, of England, and is the largest such Jaguar club in the world, with members found in just about every 'civilized country' - including the former colony of the United States of America. ; -)

It seems that after every flight, Qantas Airline pilots (as is also the norm with most airlines) have to fill out a form called a 'Gripe Sheet'. These 'Gripe Sheets' tell the Qantas mechanics about problems that the pilot found existing on the aircraft. The mechanics then correct the problems (attempt to correct the problems), document those repairs, made, on the 'Gripe Sheet', and the pilots then review these sheets before the next scheduled flight.

Some of the humorous comments that these aircraft mechanics sometimes make have been adapted to fit what one might expect to hear back from one's mechanic on complaints pertaining to their Porsche.

COMMENT: Left inside tyre almost needs replacement.

Mechanic Reply: Almost replaced left inside tyre.

COMMENT: Something is loose inside the car.

Mechanic Reply: Something tightened inside the car.

COMMENT: Dead bugs on windshield.

Mechanic Reply: Live bugs are on back-order.

COMMENT: Evidence of leak on right hand side of car.

Mechanic Reply: Evidence removed.

COMMENT: Noise level unbelievably loud.

Mechanic Reply: Noise level set to a more believable volume.

COMMENT: Cruise control inoperative in the OFF mode.

Mechanic Reply: Cruise control is always inoperative in the OFF mode.

COMMENT: Suspect crack in windshield.

Mechanic Reply: Suspect you're right.

COMMENT: Number 3 cylinder missing.

Mechanic Reply: Number 3 cylinder found next to number 4 cylinder after brief search.

COMMENT: Car handles funny.

Mechanic Reply: Car warned to straighten up, drive right and be serious.

COMMENT: Audio system hums.

Mechanic Reply: Reprogrammed audio system with lyrics.

COMMENT: Mouse in cockpit.

Mechanic Reply: Cat installed.

COMMENT: Noise coming from under instrument panel; sounds like a midget pounding on something with a hammer.

Mechanic Reply: Took hammer away from midget.

AND.....Drum Roll PLEASE!

COMMENT: There's an irritating rattle coming from the rear seat.

Mechanic Response: Can't identify; try putting a gag over the Mother-In-Law's mouth.



... continued from page 4

I think he was trying to create some friendly competition between Adrian and myself because he would come over after Adrian finished a run and say "Adrian just ran ____, that's the time you have to beat." It was funny because in reality after each run Adrian and I would meet up and compare notes telling each other what worked best. I think we were both too green with the car to start any real competition.

We broke for lunch and I sat in my car which was now just an expensive lawn chair with cup holders. Wes came over to have a final look at it. He was fiddling around in the boot where the important fuses and relays reside, stumped as to why the car suddenly and inexplicably stalled and would not start back up. Finally he pops into the passenger side window and tells me to put it in neutral and try starting it again. So I did and the car fired up without even a hiccup. No backfire, no start then stall. Like nothing ever happened, even the "engine fault" message was gone. I think I said a curse word then asked for an explanation. He surmised that there's a switch in the shifter that is going and by starting it in neutral bypassed the switch. At that point I was just glad that the car was running and I turned it off and started it again several times after that in park and neutral just to make sure it wasn't a fluke.

I didn't push my luck that afternoon and continued using the Alfa. Adrian got a faster time than me (of course) but I

was happy with 45 seconds...well it was 45 before they took 2 seconds for that cone I took for a 20 second drag around the course. Following the last run while the time keepers are tallying, they hold dollar runs. For a dollar you can do a fun run with your slalom car, someone else's slalom car or even your grandmother's Dodge Diplomat if she happened to bring it. Just on principal I ran two runs with my car which handled superbly with no hint of its earlier misbehavior. I drove it home after that experiencing the same smooth enjoyable ride I had on the way to the slalom. If it wasn't for those two members actually seeing the "engine fault" message and unsuccessfully trying to start the car one would think it had all been in my head. Could it be a faulty switch? An electrical anomaly? Divine intervention? It has not happened again since but I'm inclined to think it was meant for me to drive that little yellow Spider. Everything happens for a reason.

After the slalom, Tom sent me some photos of me in his Alfa. Of course I had to know more about this little car and in the process about its owner. So he sent me a four-page history which I will try to whittle down. Tom got started in Hill Climbing (www.hillclimb.org) with a 356A (see how I turned this into a Porsche-related story!) in the late 60s. Eventually in the early 90s he started looking for an open car, with his heart set on an RS-60 or RSK but his wallet leaning more toward an Alfa Romeo. That's when he spied a red Alfa in a corner of a car

dealership. The 4-year-old car had been in a small accident but its owner did not want to drive a car that had been hit. Tom bought it for salvage price and commenced to removing parts he didn't need, acquire parts he did need and paint it Ferrari Fly Yellow because he "thought the yellow would look cool!" Eventually he would rebuild it into an SCCA Class ITB (Improved Touring) race car. Basically a car in this class has an engine with no extensive modifications. Tom has not messed around with the 4-cylinder engine but focused on the car's suspension and handling, quite evident in the smooth cornering during the slalom.

But 14 years and 4 attempts at having the car professionally race prepared would laps before the car finally saw some action. It wasn't Tom behind the wheel but his 18-year-old grandson Nick, fresh from a successful drivers school held at Lime Rock. Nick drove the car in the Alfa club's and Jag club's slaloms last year taking first in his class at both events and then tried an SCCA AX at Fort Devens under rainy conditions. He didn't do well no doubt because of the tires.

It's a formidable car, I can attest to that. I would like to try my hand at it again, possibly achieve a clean run of 43 seconds. Tom has given me his blessing for the Alfa club's slalom on May 31. We'll have to see what fate has in store for me.

Tracey



Autocross enthusiasts relax on the lawn as your editor prepares to launch this Alfa Romeo ITB race car during the recent Jaguar club slalom.

Photo on page 32 is your editor at speed ... and enjoying every second.

*Photos by
Tom Letourneau*



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The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday. Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Certification. This year, the entry fee will include a Saturday evening reception at the Glen Club at the foot of the "esses." The cost of the event is \$250 per entrant. Online registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes May 15. It is sure to be a sell-out again this year! More details can be found beginning April 1 at <http://zone1.pca.org>.



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