

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 7 July 2008



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PARADE 2008

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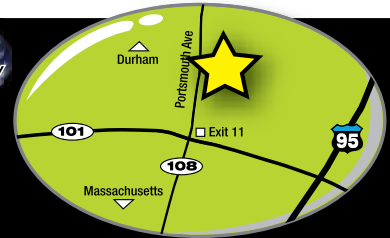
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NORTHLANDER

North Country Region
Volume XXXI Number 7

Porsche Club of America
July 2008

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The regular article and Advertising closing date for the **Northlander** is the 1st of the month preceding the publication month. See page 44 for advertising rates.

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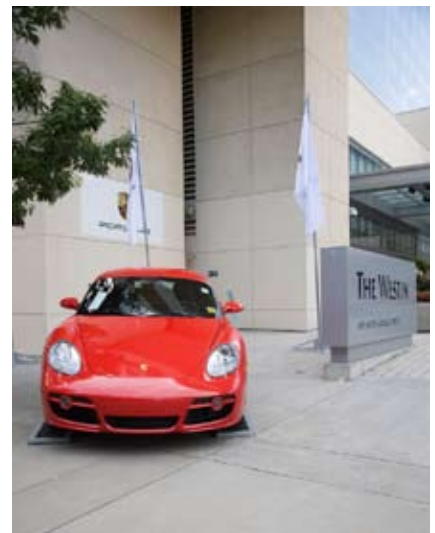
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Cover photo
David Churcher

7:15 AM
Tryon Street
Charlotte
June 29, 2008

Photo credits:

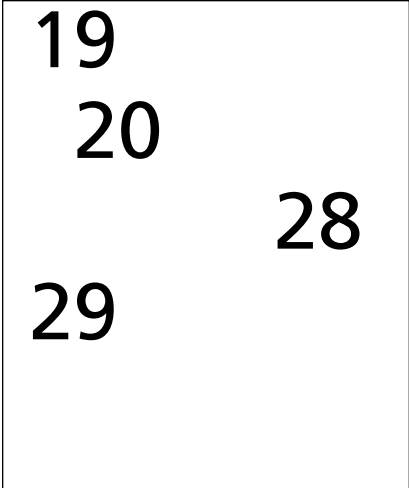
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JULY AT A GLANCE

Date	Event Information	Contact
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 10	Autocross # 4, Devens, Ayer MA	autocross@ncr-pca.org
Aug 15, 16, 17	Driver Education 2, NHMS, Loudon NH	driver-ed@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

Porsche may be German but PARADE is an American party. It is a celebration of all things Porsche ...

PARADE 2008, Written in two stages:

In exactly two weeks, Tuesday, to the moment, from the time I am writing these lines I will be walking towards the 944 with Jack and heading off on the rally. PARADE will be underway.

I am anticipating a great time will be had by all and I am reflecting on my PARADE at Hershey three years ago. That was a parade to remember. I drove down with Judy in Jelly Bean with Matt behind us and in radio contact. I roomed with Matt and Jay. On the Tuesday morning I woke up, stood up, and threw up. Then I staggered off to the rally start with plans to next attend the photography lecture by Leonard Turner. I met my buddy Ellen Beck who looked at me and walked away as I headed for the grass for a sit down. Two young men in white coats drove up and took me away to the hospital. I had discovered vertigo. The remainder of PARADE was a bit of a struggle and finally Deb Gratton drove me back to New Hampshire. Which, again, all goes to prove it is the people not the cars.

Our national Newsletter Chairperson, Jill Beck, has written to say we will have a workshop and she has asked for topics. Oh, I am looking forward to this one. To talk shop with people who face the same issues and delights Tracey and I face.

Ah, yes ... the excitement is already here. Now I just have to avoid vertigo and the current rash of disc crashes. The next paragraphs will be after July 5, and I will move to past tense. ☺

PARADE was a blast. Porsche may be German but PARADE is an American party. It is a celebration of all things Porsche and that includes the people. I am going to continue this column with a report on the PARADE from my perspective. The photographs will start on page 32. If photographs and text arrive from colleagues before we up load to the printer they will be here too. Otherwise you will be stuck with David Churcher's material for the moment and more in the August issue from our colleagues.

My roommate at PARADE was Jack Saunders. We also shared the Rally and we shared many conversations. Jack is a wealth of knowledge and he covers many topics. We shared opinions and experiences on topics ranging from Porsches to our engineering experiences, and we even covered the two "no no" topics of religion and politics. Jack, as you might know, is hard of hearing. I, as you might know have a peculiar accent. I also have an aversion to yelling or being yelled at. Can you imagine how all this played out as we navigated around Charlotte and through a TSD rally? Read on.

Southern hospitality is for real. Friday Jack's rear hatch lock let go as he approached Charlotte and he had to rig a method of keeping it down. He headed straight to Hendrick Porsche late on Friday and they accommodated him right away. Then he needed directions to the hotel in downtown but instead of instructions Hendrick arrange a two Porsche escort from their facility to the hotel.

Saturday evening I arrived at our room but could not find Jack. I did find Judy and Miriam detailing the 944 and I found Ellen and Bob. It was 95 degrees in Charlotte so hydration was important. Judy had been so busy she was a bit wobbly and in need of water. She had lost her drivers license and was in a bit of a panic. Not an auspicious beginning. Later we met with Joe and Lisa and headed off for dinner... and the license appeared in Judy's wallet in behind other cards. Auspicious beginning. We were back on track. BTW the restaurant we went to was Aquavino. It was so nice I went back two more times during the week to sip Australian wine and to nibble. Allison was the hostess at the wine bar and she proved southern people are friendly ... we chatted about many things.

Sunday morning I was on the street at 7AM and not the first person out. I bumped in to John and Janet Leach doing volunteer work parking Porsches in "the paddock" on the side streets. The main street for the Concours was already filled with "eye candy." And a good number of NCR people too. Dick and Helen Kruppa

continued on page 26 ...



Miriam Dunster

Hello fellow club members,

I can not believe that we are at the half way point of the 2008 calendar already. It seems as though I was just writing the introduction column for the year and here I am writing about what is remaining in the planned driving events for the year. Our August calendar includes another Autocross at Devens on August 10th, our second NHIS Driver Education event at NHMS August 15th through the 17th which includes the MAW Charity Laps. If you go to the website calendar you will also see other supported Driver Education events at different tracks within a travel day of New Hampshire along with Autocross events at Devens from our neighbors to the south and other sports car clubs.

Hope to see you at one of these events.

As many of you know the Porsche Parade concluded on July 3rd in Charlotte NC, 14 of our club members attended the event and some brought home awards and fabulous prizes. So I thought I would recap some of the adventures for you in my column as just highlights. I am sure more details will be found within this edition along with some great photos from those attending.

I am busting at the seams to tell this news so here is the big leader – *Nancy & Edgar Broadhead won the free trip to Germany* that was given out during the last minutes of the Victory Banquet on the evening of July 3rd. I wonder if the shock has worn off yet. It was great to see Nancy go to the podium when her name was drawn. Cheering from fellow NCR attendees was loud, a very deserving couple. I think we were all surprised when Nancy shared with the audience the tale of their 1967 Porsche purchase which should have included a trip to the factory. So after 41 years of waiting they can now make that trip. NCR wishes you both a wonderful trip! We all be waiting patiently to hear the stories you will have on your return.

There were other surprises during the week, NCR received an honorable mention for the public service award and

will receive \$250 from PCA in recognition of the charitable work accomplished in 2007. One of our Concours D'Elegance participants brought home not only their class trophy but the division trophy as well; Congratulations Jay & Jamie Gratton. Judy Hendrickson brought home a first place trophy in the tech quiz and again the overall Women's award; glad to see you are the reigning queen again. Soon she will accomplish her personal goal which is to have a score that beats the men's score; she came close this year, only 6 points away. Edgar Broadhead also brought home a trophy in one of the divisions of the tech quiz. Lisa Roche and Joe Kraetsch brought home a trophy from the gimmick rally, who would have known Joe had it in him to listen to Lisa for that long. Lastly we had multiple Autocross winners held at Lowes Motor Speedway. It was a great Parade for all attendees.

For myself I am proud to say this is my third Parade. It was the first one in which I participated in all three main events; Concours D'Elegance, TSD Rally, and Autocross; I refer to it as the grand sweep. Although I did not bring home any of the "bling" I did find that each event had its benefits. I do hope that David and Tracey have included some of the amusing Concours Prep photos in this edition. The term Preservation takes on a whole new meaning when you see Judy trapped in the rear hatch cleaning that vast piece of glass. I am sure that some photos will surface of me with the one tool I vowed I would never use to clean my car but sometimes you have to give in to things you really don't want to do. Now don't get too many expectations that this depth of cleaning will continue going forward.

I would like to thank Judy for her guidance and assistance; my 944 has never looked better. As a matter of fact I am proud to say that my 122,000 mile 944 did not receive anything less than endorsements on the preservation judging forms. It even chalked up a commendation for utilization and compliments on the engine, storage,

continued on page 30 ...



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PORSCHE



Lisa Roche

New Members:

Thomas J. Bobbitt, III
Eleanor Bobbitt
Williamsburg, VA – 2005 Cayenne S

Peter M. Cerroni
Dublin, NH – 2007 Cayman

Jim W. Eisenhower
Wolfeboro, NH – 2004 Boxster S

Roland Glassman
Theresa Glassman
Bedford, NH – 2008 911S

Bradford F. Hancock
Newbury, NH – 2000 Boxster

Paul E. Jacques, Jr.
Sara Lane
Winooski, VT – 2000 996

Michael J. Kiritsy
Rebecca Kiritsy
Keene, NH – 1986 944

John T. MacDonald
Southboro, MA – 1984 944

Matthew MacKinnon
Linda MacKinnon
Bethlehem, NH – 1984 944

William F. Matott
Joyce Matott
Manchester, NH – 1978 911 Turbo

BJ McNeal, Jr.
Kelly McNeal
Dover, NH – 1999 911 C4

Member Anniversaries:

1 Year:

Thomas C. Brown
Jon Brown
Windham, NH – 1989 944T

John B. Caswell
Audrey Caswell
Dover, NH – 2006 997C2S

Thomas P. Feid
Linda Johnson
Rye, NH – 2001 911

Philip B. Healy
Lee-Ann Healy
Amherst, NH – 2007 997T

Eric A. Peterson
June-Marie Peterson
Meredith, NH – 2001 Boxster

Andrew K. Rockwell
Hampton, NH – 2005 997

Bob Sauer
Ginger Sauer
Princeton, MA – 1985 911

Todd R. Silver
Kathryn Stiede
Hollis, NH – 2001 911T

Randy Thompson
Meredith, NH – 1998 Boxster

Paul A. Valente
Bonnie Valente
Wilmington, MA – 2007 Boxster S

2 Years:

Douglas C. Dowell
Doris R. Dowell
Merrimack, NH – 1987 911T

Andrew J. Frucci
Rand Macksamie
Wolfeboro Falls, NH – 1997 911

Claire L. Hebert
Laconia, NH – 2003 Boxster S

Rick Lessard
Ann Lessard
Wolfeboro, NH – 2006 Boxster S

Patrick J. Maloney
Maria Maloney
Chelmsford, MA – 2004 GT3

Linda L. Petersen
Thomas Snowe
Wells, ME – 1988 944S

Leon Roy
Pauline Roy
Nashua, NH – 2000 Boxster

Ted Stryhas
Cheryl Lienhard
Ludlow, VT – 2004 Boxster

Wayne Whitcomb
Cynthia Whitcomb
North Hampton, NH – 2000 911

5 Years:

Christopher J. Auty
Alex Auty
Durham, NH – 1998 Boxster

continued on page 40 ...

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

At the factory Porsche fills all the spot-welded seams with body solder, assuring a uniform finish

This month our Looking Back article is a tech offering from the July 1978 *Northlander*, Volume 1, Number 7

Body Solder – The Lost Art

By Terry Baker, Technical Chairperson

In the days of yore in the body shop business the only way to seam welded panels and smooth surface imperfections was by means of body solder or lead.

Since the introduction of plastic fillers and fiberglass, body solder is only done by a few old timers and dedicated tin knockers. Dents are filled with plastic instead of being knocked out, heated and filled until smooth. The main reasons are time and expense. The body shop business is very competitive and time is a very important factor.

At the factory Porsche fills all the spot-welded seams with body solder, assuring a uniform finish.

Having recently purchased a 1965 911 Coupe in need of much body repair, I wished to restore it in the same manner in which it was originally constructed. Easier said than done, because body soldering is an expensive and tedious procedure.

The basic supplies needed are: body solder, a mild acid, tinning compound tallow, several wooded paddles, and a torch.

The body solder used by most lead workers consist(s) of 50% tin and 50% lead. It is commercially available in ¼, ½ and one pound bars. The acid can be purchased in any plumbing store, and is basically a cleaning agent used to prepare the metal. The paddles used are half round or flat and come in various widths.

Having acquired all the necessary supplies, keep them within reach for application.

To apply the lead the metal must be absolutely free of all rust, paint, and grease. Wiping the metal with the acid chemically cleans the surface.

The area to be leaded is then tinned with the tinning compound by heating the metal until the compound flows over the section to be leaded. Heating is very crucial with sheet metal. After cooling, the previously heated metal has a tendency to warp. Use caution not to over heat the metal or it will distort. Keeping the metal warm, melt the lead onto the previously tinned spot. The crucial aspect here is finding the point where the lead is soft, but not running like water, or the plastic stage of the lead. While the lead is plastic it can be worked with the paddles, somewhat like frosting a cake. When sufficient build is achieved, the lead is then filed to the original contour of the panel.

Body solder becomes an integral part of the panel, and if applied properly, will never chip, peel or crack. That is why the factory still uses it even in this competitive day and age.

Call for 2009 Officers

By Judy Hendrickson, Chair, Nominating Committee

Yes, it's that time again. Time to start the search for who will lead and run North Country Region for 2009.

I, along with Matt Romanowski and a yet (as of this writing) to be named member will serve as the nominating committee. Our task is to find and interview qualified candidates for the four elected offices of NCR: president, vice-president, secretary and treasurer. We will gladly receive any suggestions for candidates for these offices as well as for any of the various committees that are vital to the running of NCR. We will pass on the names of those wishing to chair or help with the various committees, as these jobs are presidential appointments.

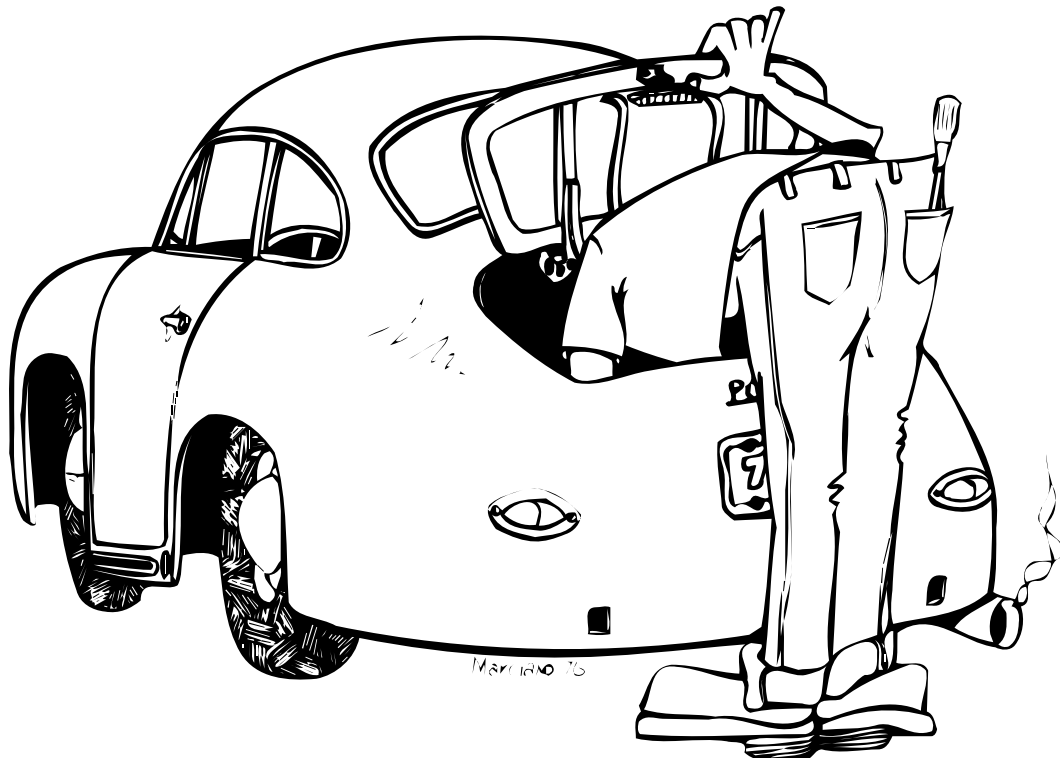
The only qualification for office (other than treasurer) is that you be a member in good standing of PCA/NCR and that you have a strong desire to work to make this the best club it can be. For treasurer, we would also like you to be comfortable (or at least familiar) with numbers and computer accounting programs, like Quick Books.

There will definitely be turnover in the officers for NCR for 2009 as president Miriam Dunster has announced that she will not run for office again, but will move to the role of past president for 2009.

Please contact Matt or me if you are interested in serving or have any suggestions as to whom would serve the club at:

Judy Hendrickson jh993@comcast.net 603-881-7576

Matt Romanowski romoman@aol.com or 603-432-4411 (W) or
matt@jraplastics.com 603-674-3250 (C)





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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

Well, here we are in the lull between two storms. Our first event is in the books and many of us are getting ready for the onslaught of the annual Zone 1 48 Hours at Watkins Glen event, and then quickly after that heading to Canada for Mont Tremblant (during the week of the jazz festival, darn) and then to Calabogie with a one day travel break during the week right after the long weekend of July 4th. In fact, as you read this, we'll have those events behind us as well. The wonders of publishing deadlines! For me, these three events are the highlight of the DE season. For my wife, not so much, as I'll be away for 16 days within a 26 day period. I'm sure there are others who feel my pain! Actually I'm very blessed that Lindsay is so understanding of my addiction. I just have to learn where the boundaries of that understanding are!

During the month of May, we partnered with NER on May 21st for a one day DE advanced event and Instructor Clinic put on by Dennis Macchio and his team from the Bertil Roos Racing school. The Instructor Clinic was sold out and was focused on helping us all become better teachers as DE instructors. It was a combination of classroom sessions, trackside workshops, in-car sessions, and track walk. It also included a session riding around the track with Bertil Roos instructors in their Chevrolet Malibus. It was quite a ride with five of us in a Malibu screeching around NHMS! It was also quite humorous that some of us, when we saw "Malibus" on the schedule with no explanation, asked naively to Dennis Macchio, "so what is a Mali-Bus?" True story, yours truly and Steve Gratton included!!!

Anyway, back to our DE events. Our next NCR hosted event will be at NHMS the weekend of August 15th, 16th and 17th. Green and Yellow run groups are oversubscribed, so if you are not already registered as you read this, our apologies. There is always October. This event is

our annual advanced DE day on Friday, and our Make-A-Wish benefit day on Saturday. We will offer track samplers for the benefit of the Make-A-Wish Foundation as well as Charity laps, where you can bring your street Porsche and have the thrill of driving NHMS at reduced speeds while helping a great charity. You can sign up for all aspects of the event using our registration system at www.motorsprotsreg.com. We will again be hosting a trackside dinner at NHMS on Saturday evening. This time the cuisine will be an onsite barbeque with ribs, chicken, burgers, and hot dogs. I promise the food will be much better than last year as we were able to arrange for the cooking to be done onsite on real grills. There is a new food service operation at NHMS and they have been a joy to work with. All are welcome. You can also sign up for the dinner on our registration system.

Next month I'll give you a full report on Zone 1, Mont Tremblant, and Calabogie. In the meantime be safe and I'll see you at the track!

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

photos: David Churcher, top; Barb Talbot, right

A young boy with dark hair, wearing a blue and brown polo shirt, is shown in profile from the chest up. He is holding a soft-serve ice cream cone with white vanilla ice cream on a light-colored wafer cone. The background is a blurred outdoor setting with a white van and a dark car.

I SCREAM, YOU SCREAM, WE WANT ICE CREAM

By Ivy Leonard

Once our special ice cream addicts group finished their tasty treats we began discussing where we would pop in for dinner ...

It was Friday June 13th and for those non-superstitious Porsche club members an evening out for ice cream and dinner. Oops...we did it backwards! Desert before dinner.

Almost 6pm and 13 cars met in the parking lot at Porsche of Stratham's beautiful location on Rt 33 (Portsmouth Ave) in Stratham, NH for what was to be our third annual Ice Cream Run.

Signing waivers and a little chitchat preceded the 6pm departure as some of the gang just wanted to catch up after not seeing each other in months.

I myself was on top of the world because our wonderful sponsor Porsche of Stratham decided they would let me use a White Cayman S for the ice cream run. For that I can thank Stephen Foster and Harry Robinson. Yes, Harry I matched the car with my outfit. That sleek, beautiful car led the pack through Stratham, Northampton, Rye, Portsmouth and then back onto Rt 1 in Rye for our destination of Lago's Ice Cream. Our third time there ...it is their hospitality as much as their superb ice cream that brings us back.

Again as in years past Josh and Steve Grenier treated us like we were movie stars. Up on the billboard in big bold letters was *Welcome Porsche Club*. We were all excited about that and feeling pretty special. All of our cars along with the Cayman S from Porsche of Stratham were on display in the roped off area so

that anyone getting an ice cream could wander over to view. Many took pictures of our cars and complimented them all.

We devoured our ice creams while socializing in the parking lot, many telling stories of the long, snowy winter, some telling stories of the cars they some day want, others just enjoying everybody's company.

Once our special ice cream addicts group finished their tasty treats we began discussing where we would pop in for dinner. It was decided to go back to the 99 Restaurant in Portsmouth on Rt 1 only a mile and a half back and easy for everyone to park at and not worry about the cars.

Upon our arrival at the 99 we were seated quickly. We began to, as we love to do, socialize some more. It is always great to hear some of the stories and just plain great to catch up. What a fun group. As we always say...it is not about the cars it is about the people. We all just have a common interest.

After completing our evening of dinner and fun we all departed on our merry way. (oh...and at this point I finally figured out how to properly use the blinkers and many other buttons on the Cayman S) Sorry Paul for the delay! I myself had to return the borrowed car. Sure wish I could have kept the car for a week... okay, maybe a month.

David and Helmi Churcher followed me over to the Porsche of Stratham to return the Cayman S. Because I had the Cayman Helmi got to cruise around in Turboma. I think she really enjoyed it.

As always great fun has to come to an end. The evening was over and everyone had headed for home. Thanks to everyone who attended and joined in on the great fun. Be looking for the next ice cream run to be posted soon. Hope to see you all there. Thanks again to Porsche of Stratham for all their help. See you all soon.

Ivy has the keys to the Cayman and is ready to roll.

Photo by Paul Tallo

Photo on page 14:

David Churcher

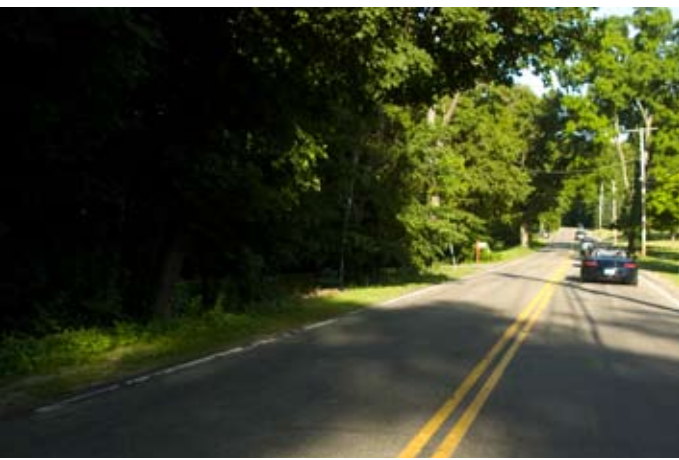
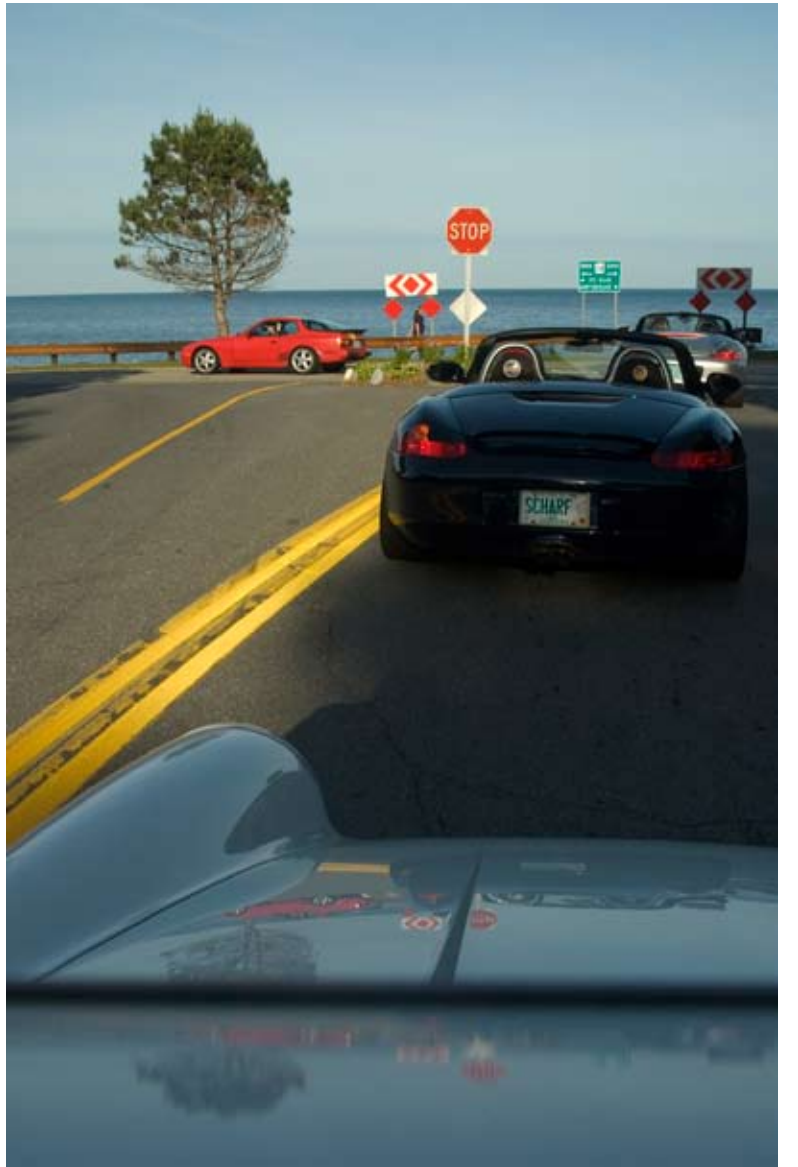




Porsche of Stratham loaned NCR a new Cayman for Ivy to drive. A bigger treat than the ice cream to follow.

Porsches all in a row. Heads turned at the sight of so many Porsches in one place.

Photos for the Ice Cream event by David Churcher



Clockwise from the top:

Dick and Helen Kruppa joined the group, Helmi investigates the 944 on her first Porsche drive, reflections on Route 1A, the drive to the coast, Ivy leads the group out of Porsche of Stratham's lot.



*Clockwise from top left:
Didn't he take the same shot last year?*

*Helmi enjoyed her Porsche drive.
Thanks Ivy.*

Lago's made us feel special.

Decisions on ice cream choices.

The group leaves Wallis Sands.

**North
Country
Region's**

3-Day Driver's
Education Event

**Sponsored
by
Porsche of
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newhampshire/](http://www.wish.org/newhampshire/)

Additional donations
accepted.

Charity Laps (Touring Group) (Rain or Shine)

Experience the **excitement** of driving the 12-turn road course during one of two 25-minute sessions **in your own car!** (At reduced speeds, with no passing) No helmets are needed, and passengers, including children, are allowed. (Note parental waiver requirements below) Come into the pits at any time to swap passengers and registered drivers. This is a great opportunity to drive "parade laps" at NHMS in your daily driver or Porsche! Participants may be PCA members OR guests of PCA members. Cars will go through a brief tech inspection for lights and basic safety features.

**Session # 1: Register and Tech Inspection 10:00 - 11:15am, Mandatory Driver's Meeting at 11:30am
On Track at approx 12:30pm.**

**Session # 2: Registration 2:00 – 3:35, Tech Inspection by 3:35 , Mandatory Driver's Meeting at 3:45pm
On Track at approx 4:30pm (or 5:00 pm).**

Driver's Meeting (MANDATORY – wristbands will be issued to drivers) All drivers and passengers **MUST** attend a short Driver's Meeting. The Driver's Meeting will familiarize drivers with the track, the rules of the Parade Lap session, track terminology, safety flag definitions, and answer any and all questions.

Track Sampler

Still not had enough? Sign up for the **Track Sampler**, where an approved Instructor will take you out in a regular DE (Driver's Education) run session in their track car to show you first hand what DE is all about. Your instructor will give you a real "Taste of the Track". This is the perfect opportunity to see if this activity is for you! **Please pre-register** and be available for the afternoon so that we can schedule you during one of their afternoon sessions (Schedule TBD)

NOTE: LONG sleeves and LONG pants are required for the Track Sampler. Loaner helmets are available.

Trackside BBQ Dinner

Join us for our evening BBQ catered at the track (beginning at approx 6PM, BYOB)

Check www.ncr-pca.org for updates and details on all these events.

REGISTRATION: PRE-registration is strongly encouraged (especially for Track Sampler).

Name _____ Add'l Drivers _____

Address _____

Phone (day) _____ Phone (evening) _____

Email _____ (Req'd for additional info prior to event)

PCA Region _____ PCA # _____ or, Guest of _____

Car Model _____ Year _____ Color _____

_____ Charity Laps Touring Group @ \$25.00 per car Session # 1 _____ Session # 2 _____

_____ Track Samplers @ \$25.00 per person

_____ # People for BBQ @ 25.00 per person

_____ Long sleeve event Shirts @20.00 each – Size ___M___L___XL___XXL___

_____ Total **Amount Enclosed (ALL Checks payable to NCR-PCA)**

Mail a copy of this page and check to:

Paul Tallo, 6 Greenfield Dr, Hudson, NH 03051 (603) 594-9696 day/work (603) 759-2581 (cell), charity@ncr-pca.org

Passengers under 18 ? BOTH parents/guardians must sign an additional waiver (We recommend to print and sign it prior to the event, and bring it along to registration)

NCR Autocross #2

June 21, 2008

sponsored by

VELOZ

by Joe Kraetsch,
NCR Autocross Chair



Nora Seymour's smile shows NCR has the happiest contestants at Autocross. Her smile was even bigger when she did a circuit in 88 seconds ... but the photographer missed it.

Photographs of Autocross #2 by David Churcher



It was the best of times. It was the worst of times ... no, this is not the same column from NCR Autocross #1

It was the best of times. It was the worst of times...no, this is not the same column from NCR Autocross #1, but if that event was the worst of times, Autocross #2 was the best of times. The weather could not have been better. It was sunny, high 70's, a couple clouds, a light breeze. It was a perfect autocross day and we had a near record turnout. The event ran like clockwork. Seventy-four drivers, eight runs each and only a handful of reruns for over 600 runs!

We had a wonderful course set by John MacDonald and Rob MacAlpine with help from Grant Reeve. It was a fun course for all levels of participants although it took the newer novices a few tries to find their way. It was a challenging course for the advanced drivers and I doubt anyone felt they mastered it in eight runs although they certainly had fun trying.

Most of the drivers had pre-registered allowing us to do a lot of the planning work the night before. We also had a record number of novice drivers including many first time autocrossers. By having the information the night before, I was able to plan the heats and subgroups more carefully, distributing the twenty-one novices evenly among the four subgroups and ensuring that we had enough instructors in each heat to help the novices. Between our regular instructors, a couple new instructors and a few excellent guest instructors, we managed nicely and most, if not all, of the novices left with smiles on their faces.

Our novice program, headed by Mark Schnoerr continues to draw new drivers to the sport and more importantly, keeps them coming back for more. We actually ran two Novice classes—the Novice Class that we always run for the Porsche drivers and new for this event, a non-Porsche Novice Class. We had eleven drivers in the Porsche Novice Class and John Fritz came out on top, graduating from the class in his first event with us. The non-Porsche Novice Class had ten drivers and Hooman Vassef, guest of Apollo Sinkevicius, also graduated in his first event with us. However, Marc Dove, guest of Fred deNapoli, did give him quite a challenge, actually beating Hooman in the afternoon but not by enough to erase the morning lead. This was our tightest race with the final sum of best AM and best PM runs just a quarter second apart.

Our guest list included, three autocross chairs from other clubs, most of the NER-PCA autocross staff, and most of the Miata Club autocross staff. They all had a great time leaving me feeling good about the event. We had a few guests from our experimental *NCR Invite a Guest* program and several guests from our reciprocity agreement with the Renegade Miata Club. The *NCR Invite a Guest Program* is open to all NCR members who wish to request an invitation from the autocross chair for a non-member guest to attend one of our autocrosses. The number of invitations is limited, so get your requests in early.

We also had a number of Father/Son and Father/Daughter combinations participating—Andy and David Case, James, Andrew and Jesse Fenn, James and Ian McGuinness, and Bill and Nora Seymour. Nora is participating in the PCA Junior Participant Program and in her second autocross won a trophy. Just look at her smile in the accompanying photo. Her dad said, "...and if Nora was happy in that picture, I would have liked a picture of her when she saw 88 seconds on the clock as she finished her best run. These two autocrosses have been very nice Father/Daughter bonding events – thanks!"

Many thanks to my talented staff and for the cooperation of all the participants in running the event so smoothly. Thanks to Barb Talbot and John MacDonald for getting ice and water (we went through nine cases of water). Thank you, Sheryl MacAlpine and Jane Bennett for helping with gate duties. Thanks to everyone who put enough gas in my tank so I could make it to the bar after the event. Thanks to David Churcher for his great photographs of the event. Most of all, thanks to Miguelangel Aponte-Rios and his new company, Veloz Decals for sponsoring this event. Please visit www.velozdecals.com and contact Miguelangel for all your decal and car racing design needs as well as motorsport event photography/HD videography.



Concentration is needed.

Some people go head over heels for Autocross.

Who is that? Only the Shadow knows.

Interesting paint job. Surely just for the time being.



NCR Autocross #2—June 21, 2008

sponsored by VelozDecals.com

Strict Stock (PAX Indexed Class)				AM	PM	Total	PAX
1	S8	Cara Ness	2007 997 C2S	81.316	79.932	161.248	132.868
2	S8	Brian Cooner	1999 911	88.676	86.417	175.093	144.276
3	S6	Dick Demaine	1988 911	90.589	89.623	180.212	144.890
4	S7	Steve Ross	2000 Boxster	90.471	88.035	178.506	145.303
5	S7	Ernest Grasso	2001 Boxster S	91.645	87.538	179.183	145.855
6	S2	Michael Moushon	1986 944	94.234	91.775	186.009	146.947
7	S2	Miriam Dunster	1987 944	94.361	92.733	187.094	147.804
8	S8	Apolinaras Sinkevicius	2007 Cayman S	92.912	86.597	179.509	147.915
9	S2	Judith Hendrickson	1987 944	93.615	94.547	188.162	148.648
10	S7	Suzy Ascher	2000 Boxster	94.003	89.862	183.865	149.666
11	S7	Jack Kelly	1995 993	95.118	90.332	185.450	150.956
Production 2							
1		Joe Kraetsch	1988 924S	84.857	82.244	167.101	136.521
2		Lisa Roche	1988 924S	87.482	84.027	171.509	140.122
3		David Case	1987 944	86.926	85.875	172.801	141.178
4		Devon Yablonski	1985 944	87.972	87.350	175.322	143.238
Production 3							
1		Mark Schnoerr	1974 914	81.572	80.777	162.349	134.912
2		Sigrid Schnoerr	1974 914	81.870	81.305	163.175	135.598
Production 4							
1		Neil Halbert	1990 944S2	83.814	81.463	165.277	137.510
2		Ian Berwick	1989 944S2	86.128	82.632	168.760	140.408
3		Kevin Bobbitt	1989 944S2	85.783	83.362	169.145	140.728
4		Francis ODay	1971 914-6	92.114	93.464	185.578	154.400
5		Jack A. Saunders	1990 944S2	113.414	113.630	227.044	188.900
Production 5							
1		Georges Rouhart	1993 968	80.976	81.082	162.058	134.832
Production 6							
1		Brian Lay	1986 911	84.086	85.068	169.154	140.736
2		George Skaubitis	1993 RS America	86.243	84.037	170.280	141.673
3		Robert Canter	1984 Carrera	88.225	85.630	173.855	144.647
4		Chris Ryan	1984 911 Carrera	86.717	87.444	174.161	144.901
5		Christine Skaubitis	1993 RS America	97.009	89.892	186.901	155.501
6		Ronald Crisertiello	1986 911	97.069	96.884	193.953	161.368
Production 7							
1		Chris Jacques	2001 Boxster	80.091	78.799	158.890	133.785
2		Oliver Lucier	1998 Boxster	80.209	79.620	159.829	134.576
3		Fred deNapoli	2007 Cayman	82.139	80.794	162.933	137.189
4		Christina Colburn	1998 Boxster	89.296	84.254	173.550	146.129
5		Mary Chevalier	2006 Boxter	DNF	94.165	DNF	0.000
Improved (PAX Indexed Class)							
1	I5	Stephen Lefebvre	2007 GT3 RS	81.350	79.742	161.092	138.861
2	I6	Charles Stromeyer	1997 993 turbo	81.315	80.228	161.543	140.057
3	P7	Bill Caterino	2000 Boxster	86.708	82.480	169.188	142.456
4	I4	Greg Fontaine	1975 911 Targa	107.734	103.561	211.295	181.291

Modified (PAX Indexed Class)

1	M4	Ron Mann	1970 911	77.763	78.295	156.058	135.146
2	M3	Mark Skala	1970 914-6	79.732	78.012	157.744	136.133

Novice (PAX Indexed Class)

1	S9	John Fritz	2007 GT3	84.314	83.416	167.730	139.719
2	S8	Christopher Fahy	1999 911	90.569	90.438	181.007	149.149
3	S8	Susan Kelley	2007 997 C2S	93.522	89.200	182.722	150.562
4	S2	James Fenn	1986 944	99.874	99.821	199.695	157.759
5	P7	Gedas Paskauskas	2007 Cayman	97.700	92.227	189.927	159.918
6	P3	Laurence Day	1985 944S	102.597	95.846	198.443	164.906
7	I2	Jesse Fenn	1984 944	98.638	100.026	198.664	167.473
8	P6	Philip Jefferson	1988 Carrera	105.729	97.758	203.487	169.301
9	P2	Andy Case	1987 944	108.800	100.652	209.452	171.122
10	I2	Andrew Fenn	1984 944	105.425	102.848	208.273	175.574
11	S2	Barb Talbot	1987 944	DNF	116.582	DNF	0.000

Top Times Of Day

Raw time	Ron Mann	156.058
PAX	Cara Ness	132.868



... continued from page 4

were visiting friends near Charlotte and came in to town to meet for lunch and to see the Concours. To their delight they met friends of years ago from Ohio who were there with their Porsche.

Monday was to be my tour of the Penske facility but it was overbooked and I could not take an alternative spot. So, to my chagrin, I missed it. Oh, well. I did get a full report from Jack and others ... the facility is as clean as a hospital and also filled with eye candy. The technical quiz was held Monday and it was well attended by NCR. Judy, of course, and as expected, won. The art show was opened and I was delighted to see Ellen won two ribbons for her photographs.

Tuesday and we were off to the TSD rally for an out time of 8:06. Jack and I had done the Spring Rally and I had learned of my limited ability to navigate. This fact was to be reinforced in the coming hours. Rally school from Monday did teach me a few tips but not enough. Within the first five miles of the first leg we were off course. But not alone. Other Porsches were too. We made the first check point 30 minutes late. We did find the next DIYC check point, and we entered the next check point from the wrong side... along with several others. We found Judy and Miriam parked next to us and they were clearly agitated, along with many others. Once back on the road I was clearly, totally and utterly without a clue where I was. Two "OFF COURSE" signs did not encourage us, along with several others. Jack proposed that seeing as it was noon and we were not half way, and we had plans for the afternoon, perhaps we should abandon. I did not want to admit defeat quickly but within seconds I agreed we should run to Charlotte and join the ice cream party. We asked for directions and headed home, along with several others.

Jack was very excited about meeting Patrick Long and getting his autograph at the session to be held in the Charlotte Conference Center at the Heritage and Historic Display (more on this later). Jack could hardly contain his enthusiasm. While we were finishing our ice creams someone told Jack Patrick Long would be speaking in a few minutes at the CCC. Jack turned to me and smiled and said: "Now it is time for me to run...as fast as I can." And away he went at full speed towards the Westin Hotel. I yelled and

took off after him but he could not hear a thing and I could not catch him! I caught him in the lobby of the Westin looking a bit troubled but once he realized his mistake he was off again and I could not keep up. When I saw Jack next he was asking questions of Patrick Long and in his element.

On to the Newsletter Editors Workshop. It was more a presentation by Porsche AG and PCNA on Corporate Image than it was a workshop. We learned of Porsche's very strong desire to have CI everywhere, including the newsletters. After some repeated requests for clarification I learned the font we use for the *Northlander* cover was not "approved" and they would be "pleased" if I changed it. So, look at your latest *Northlander* and you will see we now use Eurostile and the "911Porscha" font is gonzo.

Wednesday was Autocross day. Jack and I were out of bed at 4AM and on the road by 5. My friend was clearly ready for this much-anticipated event. He was wound up and anxious. As we headed out he was sipping his coffee and checking his watch, clearly anxious. As we navigated through Charlotte heading for the highway we dropped in to our now familiar navigation process: progressively louder Australian accented directions sometimes punctuated with naughty words. Heading for our exit to the highway I could not get Jack in to the right hand lane quick enough and concluded that if I did make a final attempt we might enter the ramp with both feet in. So I used another naughty word and we pressed on. Jack looked over and said: "We missed it?" "Yep." "Oh well, there will be another." And there was.

Dawn at Autocross is interesting. The birds are chirping, the Porsches are rumbling, and the sun is rising over the Lowe's Motor Speedway. We unloaded the 944, had breakfast, took a brief nap, and then launched in to a very full day. Silly me, I joined the walk around the course and plotted where I would shoot from. I had totally forgotten I was not "home" here and I would not be on the course. My shots were taken from behind the wire fence. It was an auspicious day for NCR ... we were "hot" (it was 95 degrees) and our drivers were "hot" taking places in their categories.

The host crew had overestimated their ability to handle so many cars and to use brand new software for the day. Timing lights did not function. People walked between the lights until the PA announced the next person to do so would be dealt with "severely" ...no joke. By 3PM the show was 90 minutes late. NCR personnel had been asked to help out and they were graciously doing all they could. Later in the day we heard in conversation at the bar the delay was caused by the emergency help arriving late. No good deed goes unpunished.

Thursday was a day to sleep until 7:30. There was not a lot for me to do on Thursday so I went off to see what remained of the Heritage and Historic Display. There I found a lonely Porsche Spyder waiting to be collected and moved to the banquet room. The display had been a wonderful collection of cars including a wide selection of racing Porsches such as the TAG McClaren F1, the 917 CAN AM cars, and the Indy Porsche. It was not the photo op I had at Hershey PARADE but it was great and one more rare opportunity to stand in awe of these great cars and the engineers behind them.

Lunch: back to Aquavino for two glasses of Australian Shiraz (Hope) and a plate of Fromage au Trois. I misread the menu and found myself with not a cheese plate but a cheeseburger with three exotic cheeses. It was delicious. Aquavino was a delight and juxtaposed the bad experience at the American Grill. There I had a fly in my water, the crew began to pack up and brought out the vacuum cleaner at 9PM while I was finishing my Fettuccini. Bleah.

On to the banquet and more NCR wins. We did very well for such a small group. But the best win was kept until last. The grand door prize of a trip to Germany was won by our Nancy Broadhead. Nancy's acceptance speech was clearly emotional and mentioned she and Ed had planned back in the '60s to take delivery of their Porsche in Germany but that trip did not happen. Now, finally, they were off to Germany.

And how did *Northlander* do in the competition? In spite of all the changes and compliments of 2007 we were 24th of 49 entrants. Not a great showing but just wait until next year. ☺

David



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BEWARE OF CRACKED WHEELS

Mark Schnoerr

I have heard of some wheel failures on some exotic, expensive and lightweight race wheels and have checking my wheels while I clean them thoroughly after DE events. I never expected to have a failure.

I made the mistake of driving the M3 to and from NHMS last week to heat cycle some new Nitto NT-01 tires and save myself from changing them at the site. On the way home I drove over the part of I-495 Southbound where they are stripping and re-paving, South of Mass Pike. There was one "bump" from the stripped area to a bridge that did not have the leading edge asphalt ramp built to it at all. The car did not deal well with a 2 inch step at 70 mph. I had no idea how much damage had been done until I got home a few minutes later.

One of my rear tires was very low on air and on the other side of the car I had broken one of the 6 spokes! This is a 16.8 pound, 17 X 8.5 wheel, 40mm backspacing, with a 5 x 120 bolt pattern with 255/40 x 17 tires. I ordered a replacement wheel and had the tire remounted at a local race shop. When I picked it up, they asked if I had driven these lightweight track wheels on the street since they have never had this brand fail on any of their race cars. They also showed me hairline cracks in 3 of the remaining 5 spokes before suggesting I do a thorough look at the rest of the wheels.

At home, I rolled the others out of the garage and found hairline cracks in at least one spoke on 3 more wheels. Replacements have already been ordered.

So be careful driving your race wheels on the street and thoroughly inspect them at tech, every time you put them on, take them off, and between run groups and especially if you ever go off track at an event.



The photo at the left does not appear, at first, to show any damage. But look at the close up above.

And then look at the inside of the wheel and the close up of one of two damaged spokes.

*Photographs by
Mark Schnoerr*



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 _____

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... continued from page 5

and chassis. It was up against pristine 30,000 mile or less cars and still placed well in the division. Maybe I will try again in 2010 that is if my hand ever recovers from all the scratches and bruises it suffered in the engine compartment.

However I can not say that Judy survived the TSD rally as well. It was tough going for two redheads cooped up for a three hour drive. I took the easier role of the driver which leaves all the pressure on the navigator. I know Judy was surprised when we place above the crease in the navigational division, but it looks like there will not be any repeats in future parades. Lastly I was very pleased to see that my stock 944 could deliver Judy a second place trophy. She wasn't too far off the winner Lisa Roche in Joe's prepared 924. I knew Judy was really a much better driver than me even though at our last local NCR autocross I placed above her. It all depends on the course and this one was more of a track course than a technical course.

Well I have dragged on long enough about the parade so it is time for you to turn the page and read about many other things. I do hope that some you might consider coming to a future Parade to experience the motto "It's not just the cars, it is the people" because it really can be seen at this large venue.

Have a great month; see you on the roads of New Hampshire!

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PARADE 2008

The following pages contain a series of photographs from PARADE 2008. In our August issue we will present stories and photographs by NCR contributors.



Early Sunday morning the Concours prep is under way. John Leach worked in the "paddock" arranging the cars. Tryon Street was the Concours show area.

Matt was all smiles. Everyone was smiling. The first day of PARADE 2008 was under way and the excitement was building.

Photos of PARADE 2008 by David Churcher





Page 32: a series of candid and preparation on Tryon Street.

Clockwise from top left on page 33:

Leonard Turner (Panorama) going after the details with his two Nikons.

Team NCR at the Tech Quizz.

Hospitality room at The Westin.

Orange beauties in the paddock.



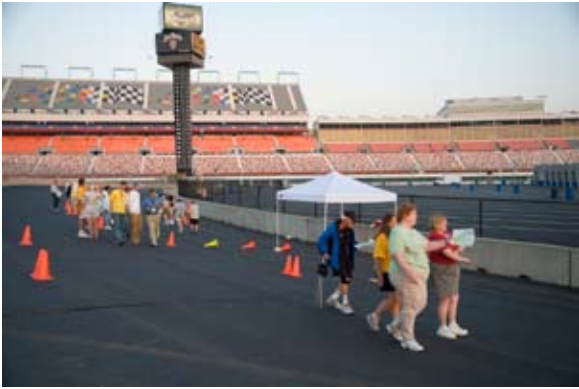


*The Heritage display of "old" Porsches.
Jack goes for the ice cream.
Jack with his new friend from Hendrick Porsche.
Eye candy at The Westin.
"The Green" in downtown Charlotte.*



The sun is about to rise over Lowe's Motor Speedway as the Autocross participants arrive.

NCR members retreat to the garage to escape 95 degree heat.





Page 36: NCR members head out on an early morning stroll around the course.

Lisa guns the 944 out of the hot grid and on to the course.

Jack waits on the hot hot hot grid while the timing lights are fixed.

The photographer had to shoot from behind the fence.

Colorful sun protection.

Page 37: Judy displays one of two trophies and the plaque where her name goes once more.

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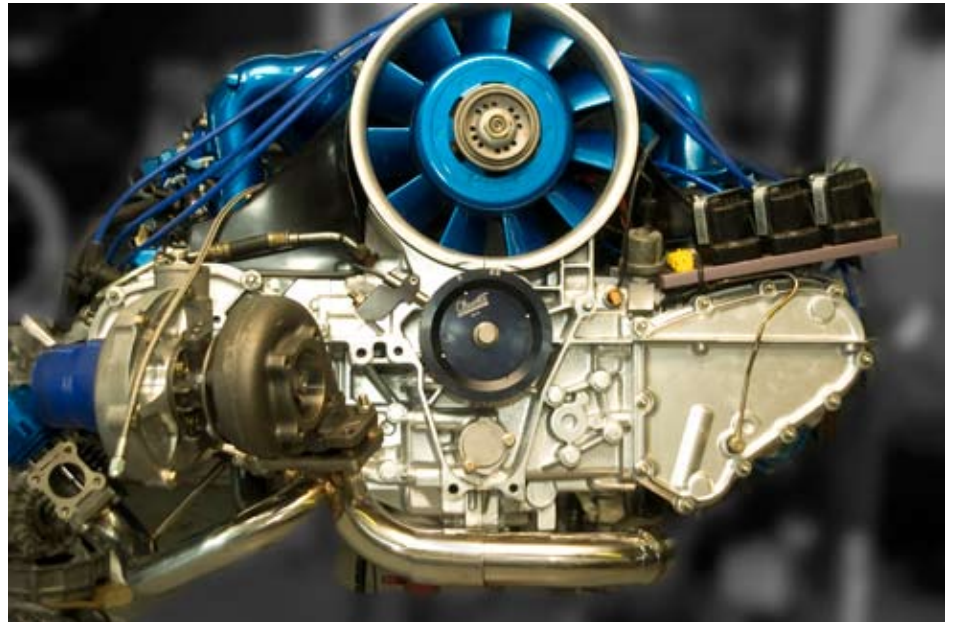
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