

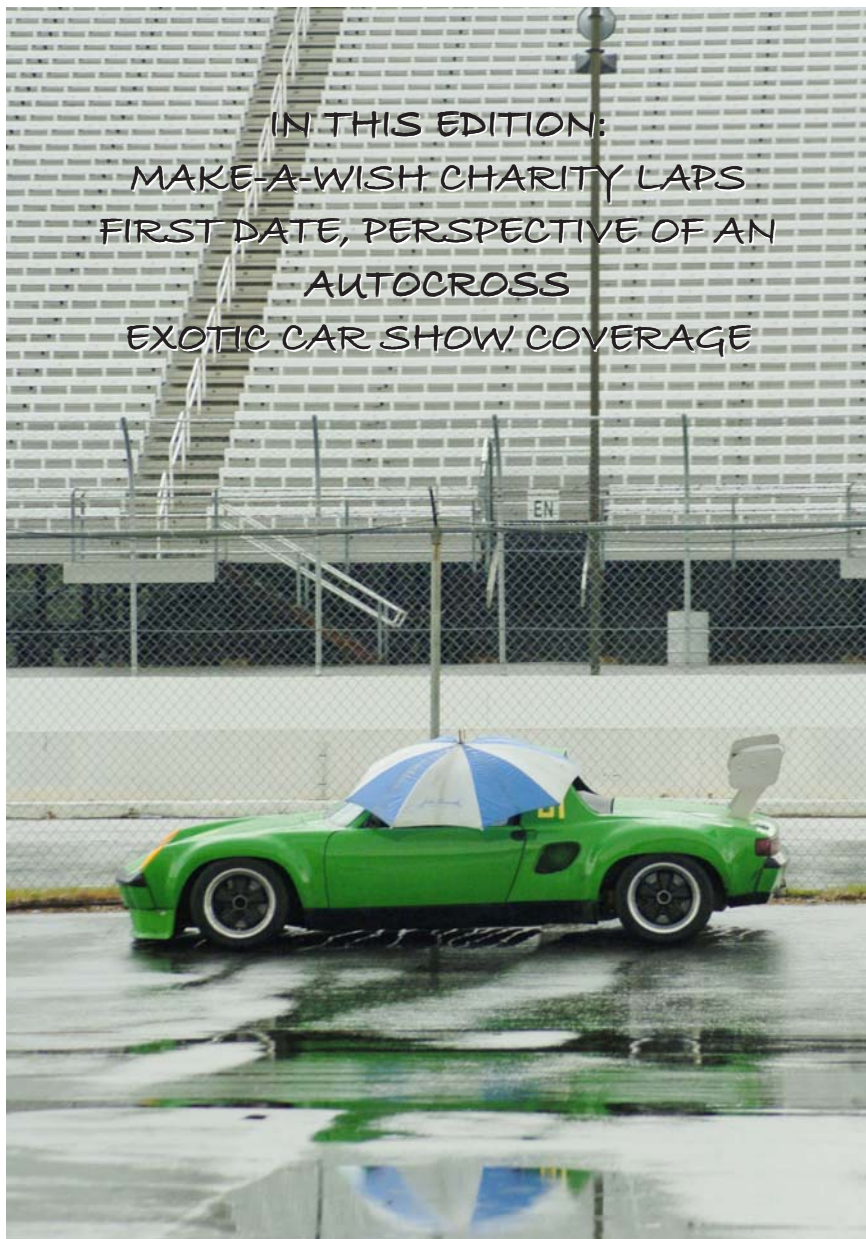


# Northlander

Newsletter • North Country Region • Porsche Club of America

July 2005 • Volume 28 Number 7

IN THIS EDITION:  
MAKE-A-WISH CHARITY LAPS  
FIRST DATE, PERSPECTIVE OF AN  
AUTOCROSS  
EXOTIC CAR SHOW COVERAGE





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list it has to pass 118 points.



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# Northlander

Newsletter . North Country Region . Porsche Club of America  
July 2005 Volume 28 Number 7  
Subscriptions \$14/Yr

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*Awaiting a Break in  
the Rain - David  
Churcher*

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# CALENDAR

**July 12, Board Meeting**, Fox Fire Grille, Epping, NH, Janet Leach, president@ncr-pca.org

**!!!POSTPONED!!! July 17, NCR Rambly**, (POSTPONED STAY TUNED FOR DETAILS)

**July 23, AX #2 NCR**, Ft. Devens, Ayer, MA, Kevin Bobbitt and Joe Kraetsch, autocross@ncr-pca.org

July 31, AX NER, Ft. Devens, Ayer, MA, Chris Tuck, catuck@cox.net

Aug 6-8, Drivers Education CVR, Mt Tremblant Canada

Aug 7, AX NER, Ft. Devens, Ayer, MA, Chris Tuck, catuck@cox.net

**Aug 9, Board Meeting**, Fox Fire Grille, Epping, NH, Janet Leach, president@ncr-pca.org

**Aug 15-16, Drivers Education NCR**, NHIS, Scott Martineau, driver-ed@ncr-pca.org

**Aug 20, AX #3 NCR**, Ft. Devens, Ayer, MA, Kevin Bobbitt and Joe Kraetsch, autocross@ncr-pca.org

Aug 25-28 PCA Escapes to Wine Country, Napa/Sonoma Valley, CA, Redwood Region

Aug 28, AX NER, Ft. Devens, Ayer, MA, Chris Tuck, catuck@cox.net

**Sept 8, Drivers Education NCR**, LRP, Scott Martineau and Bob Pickul, driver-ed@ncr-pca.org

**Sept 13, Board Meeting**, TBD, Janet Leach, president@ncr-pca.org

**Sept 17, AX #4 NCR**, Ft. Devens, Ayer, MA, Kevin Bobbitt and Joe Kraetsch, autocross@ncr-pca.org

Sept 18, AX NER, Ft. Devens, Chris Tuck, catuck@cox.net

Oct 2, NER AX Rumble NER, Ft. Devens, Chris Tuck, catuck@cox.net

**!!! DATE CHANGE!!! Oct 2, NCR Toys for Tots Car Show** Porsche of Nashua, Paul Tallo, charity@ncr-pca.org

**Oct 10-11, Drivers Education NCR**, NHIS, Scott Martineau and Bob Pickul, driver-ed@ncr-pca.org

**Oct 11, Board Meeting**, TBD, Janet Leach, president@ncr-pca.org

**Oct 16 or 23, NCR Fall Rally**, Tentative

**Nov 8, Board Meeting**, TBD, Janet Leach, president@ncr-pca.org

**Nov 12, NCR Annual Banquet**, Cochecho Country Club, Dover NH

**Dec 3, Annual Planning Meeting**, Janet Leach Greenland NH

**Note:** Please watch this space or check the website at [www.ncr-pca.org](http://www.ncr-pca.org) for any changes to the club calendar.

## FROM THE DESKTOP

By: Bill Kallgren - Editor



I love music. Right now I have some U2 playing on the stereo. “New York” is the eleventh track from their album *All You Can't Leave Behind*. Growing up right outside of New York, NY, I have to admit a certain allure to the big city. I haven't been to the Big Apple for over ten years but for some reason this song brings back memories of heading “into the city” to check out the scene and get a hair cut, a flat top to be precise.

I love music in the fact that hearing a simple song on the radio can trigger some great memories. What is even more fascinating is that the song does not need to relate to a particular event. The U2 album I am now listening to didn't get released until fifteen or more years after my hair cut, yet each time I hear that song, I think of the lower east side and a particularly large barber shop.

So what does this have to do with Porsches? Well nothing outside of the hope that perhaps some years from now when I play this record again, I might recall working for a small newsletter called the *Northlander* and just possibly I might recall writing a short letter from the editor which had nothing to do with automobiles. For me these are great times....

This past month our Scott Martineau, Bob Pickul and the entire Drivers Education Committee hosted the North Country Region's first DE event of the year. Held over Memorial Day weekend, Friday started with advanced drivers groups heading to the track. Saturday's weather was perfect for the Make-A-Wish Charity Laps and Sunday finished with a splash, literally. This year, the event was co-hosted with our Connecticut Valley Region neighbors to the south and was a great opportunity to meet fellow enthusiasts from out of region. I heard over and over from CVR participants about what a great bunch of low-key folks we NCR members are. I take this as a tremendous compliment. Our entire Driver's Education team put on a great event and made the correct calls when the weather turned sour on Sunday. Hmm...I just need to figure out how to get a priority garage space for next year. Maybe a few choice comments in the *Northlander* are needed....

Seriously and on a personal note I advanced from the Blue/Yellow run group to the White run group at this event. My instructor Rich Tucker paid me a great compliment by acknowledging that my control input was extremely smooth and I was ready to move up a group. I was admonished not to “drive in the mirrors” in the faster white run group. My second session out in this faster group found me doing just that with a major moment while heading into turn three at NHIS when two very brightly 944 Turbos approached fast from behind.

Looking at the mirrors and worrying about not holding up these fast cars, I left my braking too late and got sideways at the apex of the turn. I quickly found myself pointing directly at the Armco and tire wall and thought this might be BIG. Well and truly out of control, I did manage to explore the gravel trap and tire walls intimately

continued on page 10

# FROM THE PRESIDENT

By: Janet Leach - President



It is a chilly June evening (and we had to turn the heat back on?!) as I write this column. We've had some extremes in our weather patterns this year. It was mighty hot for the first NCR Autocross at Ft. Devens last Saturday. Kevin, Joe and the rest of the Autocross team did a great job on their first "solo" effort since the Blakes departed for the West Coast. The event ran very well; some of us even got to learn the inner workings of the computer and event timing. I was lucky enough to secure a coveted seat under the tent to get some relief from the fierce sun. Miriam had a certain "glow" about her as she was in charge of staging for the higher classes (9 through 16), and Judy was incognito, cooling herself down in wet towels. The fair-haired girls in NCR must do what we can to keep cool. Our *Northlander* Editor, Bill Kallgren, let his brother-in-law Jeff Bruewer drive his car through the course as the "8B" entry. During one of the runs, Jeff went off the track, much to Bill's chagrin. The problem seemed to be the ball joint on the gas pedal (must have been doing that heel/toe accelerating/braking thing that I haven't learned to do). It was a quick fix, and there was time for one last run on the track. One of the unwritten rules of Autocrossing is you should never score lower than the owner of the car; it's just not right! Unfortunately, the last run of the day was the one where Jeff beat Bill, and by just over half a second. The fastest time of the day belonged to the only yellow car in the field, and no, it wasn't a Porsche! Lee Shelton from New York took the top honor with his 2002 Corvette. We had many Autocross veterans from NCR, NER and other regions, as well as many new faces at the event, some who were recent participants in the May Car Control Clinic. Many thanks to all for a great day.

On May 21 and 22, John and I drove up to South Portland, Maine, to participate in the Zone 1 Rally and Concours, hosted by the Down East Region. Had it been a dry, sunny weekend, I believe that more region members would have been in attendance. But since it was about the fourth or fifth rainy weekend in a row, the turnout from all regions was around 120. The two of us and Judy and Sabrina, her faithful dachshund companion, represented the North Country Region. When we arrived on Saturday, Sally Sprafka from DER was giving an overview of the rally rules; she also planned the day's route. It was then on to the drivers' meeting, lunch and time for our departure Marriott Sable Oaks' parking lot just after 1:00 p.m. The rain held off for the entire rally, though we were navigating under cool, gray skies. Now some of the experienced participants had stopwatches, etc. It seemed like a good idea to venture over to Target to pick one up, but I wasn't sure exactly what to do with it. Had I known that we would be going through so many traffic lights, it would have been beneficial to keep track of our downtime. As such, we are still novices and we did pretty well for our first official outing. The route was very nostalgic for John and me as we negotiated many roads in neighboring towns, including Scarborough and Cape Elizabeth. We lived in Scarborough in the early '80s when John was in the anesthesia residency program at Maine Medical Center

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# THE STARTING GRID

By: Lisa Roche - Membership



Keep abreast of upcoming club events by checking the web page at [www.ncr-pca.org](http://www.ncr-pca.org) or by checking the calendar at the front of the Northlander newsletter. If you haven't participated in an event recently we would love to see you out there. July 23rd is the next autocross, a great chance to test your driving skills and likely beat editor Kallgren's best time!

## New Members:

John Baldassarre  
Nashua, NH  
2002 Boxster S

Thomas L. Ciardelli  
Anthony Ciardelli  
Hanover, NH  
2005 911

Richard D. Demaine  
Nancy Demaine  
Windham NH  
2001 996

David Fox  
Scott Fox  
Center Harbor, NH  
1981 911 SC

Scott D. Franklin  
Ellen Franklin  
Wolfboro Falls NH  
1981 911 SC

John C. Hart  
Tracy Hart  
Nashua NH  
2004 911

Douglas R. Horrocks  
Bedford NH  
1999 911

Karen Labenski  
Rich Labenski  
Barrington NH  
2005 Boxster

Peter R. Perrault  
Nashua NH  
2003 Boxster

Ronnie Sandler  
Suzie Coughlin  
Franconia NH  
1974 911S

Jay S. Seaton  
Darlene Seaton  
Waltham MA  
2005 Boxster S

Sean M. Shanny  
Charlynn Shanny  
Shaftsbury VT  
1996 911

Robert W. Verge  
Rita M. Verge  
New Boston NH  
1992 911

## 1 Year:

Brian J. Arenstam  
Kathleen Arenstam  
Gilford, NH  
1970 911 S

Jsemal Browne  
Sonia Andrews  
Vineyard Haven MA  
1987 944 Turbo

Mike Cambell  
Derry NH  
1994 968

John C. Conlon  
Merrimack NH  
1996 911

J. Douglas Field  
Catherine M. Field  
Bedford NH  
1997 Boxster

Steve Gapp  
Peterborough NH  
2003 911





### One Year (Cont)

Joe Kraetsch Peterborough NH 1988 924S	David Pichette Deborahanne Pichette Bedford NH 1973 911	Eric J. Rodgers Warner NH 2004 Cayenne S
Berthold Langer Bedford NH 1999 Boxster	Philip W. Richard Bedford NH 1999 911	Lee P. Stack, III Valerie Stack Eaton Center NH 1999 911

### 2 Years:

Paul R. Barber Lori Barber Londonderry NH 1986 911 Carrera	Joseph R. Campisi Joseph N. Campisi Stratham NH 1985 911	Damon Josz Lydia Hawkes Sunapee NH 1967 911
Thomas J. Breen Tyngsboro MA 1987 944	Stephan Dilorenzo Jeanne Dilorenzo Hudson NH 2000 Boxster	Oliver Lucier Christina Colburn Nashua NH 1998 Boxster
Fred T. Bussiere Angel Bussiere Barrington NH 1989 911 Cabriolet	Dale Gordon Kara Gordon Newton NH 1979 930	Roger B. Nowak Rebecca Nowak Exeter NH 2003 Boxster S
		Vicki Reynolds Frank Reynolds Amherst NH 2004 Cayenne S

### 5 Years:

Ronald Allard Barrington NH 1991 911	Fred deNapoli Rachel Williams Groveland MA 1999 996	Alvin Kagan Jennifer Kagan Salem NH 2002 Boxster S
George P. Dannecker Nancy Dannecker Stratham NH 2000 911	Paul J. Frucci Lindsay Frucci Wolfboro Falls NH 2000 Boxster	Christopher Rieder Sharon Rieder Eliot ME 1972 914
		Frederick Roesch Linda Roesch Etna NH 1999 Boxster

continued on page 8

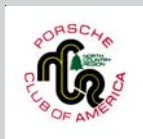
## The Starting Grid...continued from page 7

### 10 Years:

Chris Darminio  
Cari Darminio  
Portsmouth RI  
1976 914

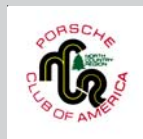
Stephen Dazet  
Melissa Placencia  
Old Orchard Beach ME  
1983 911

Paul E. Jacques, Jr.  
Sara Lane  
Milton VT  
2000 996



### 20 Years:

Mark E. Tuller  
Deborah Tuller  
Cape Porpoise ME  
1961 356



## ASK THE EDITOR

By: Bill Kallgren - Editor

Editor Kallgren, What is the best way to improve the performance of my Porsche?  
- Anonymous

Mr. or Mrs. Anonymous, thanks for the wonderful question. There are a number of favorite ways to improve the performance of a car. Options such as bigger brakes, improved tires, improved suspension, performance "chips" or exhaust abound and you can find a number of options available all at varying cost points.

I like to go back to my bicycle racing days to best answer this question. Working in a bicycle shop, I constantly had customers looking to spend money on the latest go fast, make the bike light goodies. Of course looking at some of my customers, it was surprising that they were eager to spend several hundreds of dollars to save a few grams while carrying a spare tire around their waist!

No, spending big bills to improve performance is not the right answer. Let's stick to the basics. The best way to improve the performance of your Porsche automobile is to focus on the most important aspect, the driver. Improvements in driving skill can quickly be parlayed into a better performing car. Try a drivers education event or an autocross to get started on improving your driving skills, you will be well rewarded with the gains in performance while your pocket book will remain happy. NCR region has some of the best instructors anywhere to make the experience fun and rewarding. See you out there!





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**PORSCHE**

with a few scratches from stem to stern but fortuitously no real damage. Returning to the pits, I was greeted by a stern track steward and a sterner driving instructor who had just signed me off. "No Excuse, Sir!" was the only thought in my mind. I had been warned to take my time and not worry about the faster cars, but this was exactly the trap I fell into. Such is the talent of the NCR driving instructor pool that they would predict exactly the pitfall I would succumb to. After the big moment, the rain started falling and my last two sessions were in the wet, fortunately without incident. Next stop is the Zone 1 48 Hours at the Glenn.

If you are not sure that a DE event is for you, you might consider an Autocross. Kevin Bobbitt and Joe Kraetsch have a full slate of events planned. I have signed up for the full schedule and will be out there shagging cones while getting some more valuable seat time. If you are not sure about competitive driving events, test the car show waters at our own Toys-For-Tots car show in the fall. A full schedule of events can always be found in the Calendar section of the newsletter or on line at [www.ncr-pca.org](http://www.ncr-pca.org).

In case the faithful Yankee readers out there are worried about their editor, I have admitted to going to the Big Apple to "get my hair done" which smacks of big city excess. Just to set the record straight, since graduating from college in 1990, I have had my hair professionally cut exactly two times. I got a cut the day before my wedding and sometime in maybe 2001 as best as I can recall. I figure I save \$10 per month, enough to save up for a new front tire each year. My clippers have paid for themselves many times over and my Yankee thriftiness remains intact. 

!!Late Breaking News!!

July Rambly Postponed!

Stay Tuned to your newsletter or the official North Country Region Website at [www.ncr-pca.org](http://www.ncr-pca.org) for updates on when the next Matt and Jay's Most Excellent Rambly will be held!

in Portland. We even drove by our former townhouse off of Route 1. We only missed one turn during the rally and had to double back to correct our error. The checkpoints were closed vs. open, so no stopping was necessary. It was a scenic, enjoyable experience. I knew when we arrived back at the hotel and John began his cleaning, there would be no trip to the Maine Mall. The Boxster was staying put for the night. The official results were posted during the evening's dinner, which was an excellent clambake. We were quite relieved to learn that we would be dining in a warm banquet room rather than in the event tent on the grounds of the hotel.

The Concours was to be held at Fort Williams in Cape Elizabeth, site of Portland Head Light, which is a beautiful location especially on a sunny, dry day. As luck would have it, it rained heavily all night and we decided to sleep in and forgo the event that morning (or so we thought). When we were checking out, we noticed the "official" paper sign, indicating that the Concours was being held in the tent (yes, we did get to visit the tent after all). We decided we would thank our hosts and head up to LL Bean in Freeport. Nothing doing! Apparently, we were the only entry in our class and were eagerly ushered into the tent for the next round of judging. We furiously towed off the car, getting it in "Concours" condition. About 30 minutes later, we were ready for the judges. This was the first time the car was shown outside of the region, and John received many questions and compliments. Now the Boxster is a beautiful car externally, but we have never ventured into the engine compartment for a thorough cleaning. Now, there's the rub. If the judges were going to deduct points, this would be the place! We scored a respectable 278.6 points out of a possible 300 (remember the competition was stiff in our class!) and all winners were awarded a beautiful pen and ink drawing of Portland Head Light with Porsches in the foreground. The Best in Show and overall People's Choice award was Jerry Manna from Northern New Jersey Region with his 1957 Speedster, garnering an amazing 298.1 points – almost a perfect score! I imagine that we will see this car again at the Parade Concours in Hershey. It was a beautiful cream color and arrived in an enclosed trailer, safe from the elements. Next year's Zone 1 Rally and Concours will be hosted by CVR and will take place near Danbury, CT.

Did you happen to catch the "Get Fuzzy" cartoon by Darby Conley in the Sunday, June 12 comics section? Here's the link: <http://www.comics.com/comics/getfuzzy/archive/getfuzzy-20050612.html> They paid homage to our marque. Bucky Katt, the defiant feline in the strip, grabbed the Porsche emblem from someone's car and proudly wore it as a necklace. Great advertising, and it wasn't very subliminal! I'm going to keep our cat away from the Boxster; I don't want her getting any ideas!

We'll be heading down to Hershey for the Parade in less than two weeks. I'll be sure to include some of the happenings in my column next month.



# MAKE-A-WISH CHARITY LAPS AND TRACK SAMPLER

By: Miriam Dunster - Vice President  
and Paul Tallo - Charity



Hopefully as you read this you've long forgotten the fact that we had rain almost every day in May leading up to the Memorial Day weekend. We still had 23 optimistic drivers pre-registered for the Charity Laps, and when Mother Nature blessed us with a sunny Saturday we had plenty more fair-weather drivers (that's meant in a good way!) show-up and register!

Three Make-A-Wish families joined PCA participants from NCR, CVR, NER and DER for this event. Charity laps are "Parade" or "Touring" laps. That is, no passing, an overall speed limit, and no helmets required. That doesn't make the turns, the braking and the wonderful sounds of many generations of Porsches and other track cars any less exciting. I took one of the Make-A-Wish coordinators for some laps in my car – she was on her cell phone prior to staging and she said

"I am about to get into a race car" – well, I didn't want to correct her and tell her that my car is *just* a stock 993. I can only imagine her reaction if she had gotten into \_\_\_\_\_ (members reading this can fill in the blank with what they consider a more radical track car). Speaking of *radical*, I can only imagine how many times Charity Lap passengers in Damon Josz's open-cockpit Radical (dual-purpose track/street car built in England) may have used the slang word "radical!!" (among other words) during their laps! I got to ride in Damon's car on Sunday, as he was my instructor...Wow, 205HP 1300cc motorcycle engine, only about 1100 lbs (before passengers) and a center-of-gravity about ankle-height... As they say, "you do the math."

For those of you unfamiliar with this event – the Laps and Track Samplers serve several purposes. Most importantly, the Charity Laps provide several Make-A-Wish kids and their families the opportunity for an on-track experience. Additionally PCA members get to show their friends and families what track-days are all



*Berthold Langer with Passenger  
Cameron Martineau*

about, or perhaps experience their first on-track experience in a less-intimidating introductory manner. All proceeds go to Make-A-Wish as we continue our long-standing relationship with the organization.


For the more adventurous that sign-up for a Track Sampler, they go out as a passenger in an instructor's car

during an afternoon Drivers Education run group at the instructor level, all for a \$25 donation which also goes to Make-A-Wish. We had 13 pre-registered but another 12 signed-up the day of the event, and hanging around the track must have had an affect on a few more folks who signed up for Track Samplers later in the day while they were at the track. I can speak from personal experience that my 2004 Charity Laps and Track Sampler experiences had me signed up for four DE days last year and many more this year – I think I'm hooked ! Give it a try!

At 12:30 pm cars for the Charity Laps were lined up in Pit-Out, after a brief Tech Inspection, for a 45-minute lunchtime session. If you add the instructor cars who volunteered to give rides to the children and family members, we had 35 to 40 cars cycling onto the track. Smiles were on the faces of everyone who participated. The final tally is not in yet, but we have raised about \$1600 for Make-A-Wish. NCR will be matching the donations raised from both the charity laps and track samplers. Special thanks go to Scott Martineau, Jim Gratton, Ellen Beck, Peter Fail, Joel Harding, and everyone else whose assistance made this event run smoothly. Other NCR members stepped-up and volunteered to cover flagging duties during the Charity Laps, Fred Bussiere was smiling in the staging area, Rob Figler was watching passenger faces in Turn 3 to see who was most excited, and other faithful volunteers were out there enjoying seeing the smiles on folks taking laps.



*Blair Talbot, NCR Instructor*

For those that missed it this year, watch for it on the 2006 calendar. See you next year rain or shine (preferably shine!) and keep in mind, we have an upcoming car show, scheduled for October 2nd to benefit Toys-For-Tots. 

# PORSCHEPHILE PROFILE

## JOE CAMPISI

By: David Churcher - Contributor

Life is interesting. It is interesting in how you meet interesting people. I will repeat this observation in the next couple of articles I plan to write. All three are about motor mechanics. Not your average mechanics. The special ones who are dedicated to Porsches, older Porsches, and maintaining excellence.

This article is about Joe Campisi.



During the Exotic Car Show of 2004 I was spending the last half hour or so of the show hanging around my 911 and answering questions from various people who came up to ask about my car. Joe introduced himself. We chatted about cars, travel, and photographs. We exchanged cards, and agreed to meet again to continue the conversation.

Many months later, when Spring finally arrived, Joe and I had a few hours on a Saturday to chat and look at the cars he had in his shop. He had recently moved to his new digs in North Hampton and finally had the place to a point he thought presentable.

Joe had his place to a point he thought 'presentable'. Sheesh ... I walked in and thought I was in Germany. The place was spotless. A nice grey, red, and white colour scheme. Porsche posters on the wall. Tools lined up in order. I was even told the toolbox I was about to photograph was not (!) the clean one. The black box was. OK.

But then, he is ex-military. It shows. Order, cleanliness, and manners. Joe's education in the military as an aircraft mechanic gave him skills in hydraulics, corrosion prevention, and precision wrench turning. The Porsche part now provides the enthusiasm. This is not your average dealership workshop. This is not a fix it shop. This is an enhancement shop. This is where Porsches come to not just get fixed but to be made better and beautiful too.

Joe's brochure is an elegant 8.5x11 folded to three pages. It describes his four years in the Navy and the skills alluded to above. It also indicates he will treat your car as if it was his own. He offers a free inspection of the car. A maintenance record will be maintained. Parts can be new or used, OEM, or after-market. And if restoration is what you need ... Joe will evaluate, discuss, recommend and make a plan.





As I entered the shop the cleanliness, as I mentioned, struck me. But so did the dark blue Porsche 930 with its tail slightly elevated. And so did the Porsche motor on block in the shop. And so did the RUF 930, the other red 930, and a 1985 Carrera at the front. Each car had a story attached.

The motor on the floor was from Joe's car and that explained the raised tail. The motor was being refurbished and in great detail. Polished aluminum everywhere. Even the KKK turbo. Red fan blades. A work of love and dedication going on here. It was his own motor.

Step over to the RUF. Same story. Here was a work of love and dedication going on. Joe knows this car and the motor in great detail. Little changes here and there. A new ignition system. There was a need to find how to set the firing time for the two plugs per cylinder motor, what pieces to add, where to find parts.



The second red 911 was receiving some suspension modifications. The owner wanted it a little stiffer. The Carrera was being

restored to its 1985 glory but with some needed features: a real stereo system and an OEM short shifter. I tried the shifter. Hooked. I want one. But Joe advises: go for the OEM, not the after-market. The synchro will live longer.

We chatted about life in the military, life in the corporate world, life working for a dealership. And life doing it your own way. Although Joe did not say it, but I will

... work on the project and bring it to where Porsche would be proud. This is what Joe does for his living.



On that note I saw some photographs of cars which had arrived in need of care and had been victims of not so dedicated mechanics. One car was a complete mess ... enough to make you weep ... because the mechanic pinched an O-ring seal and ruined it. The engine and everything near it was en-

crusted. Joe photographed this and the many steps back to health. His customers can have a CD of photographs showing all the steps of restoration. And that includes the bits you can't see from the outside. A nice touch.

continued on next page



## Joe Campisi...continued from page 15

So. I have written a few words here with great enthusiasm about one of our local mechanics. I will do the same for a couple more. We are very fortunate to have such talent in our area. They are filling a niche for those of us who have older Porsches. They are doing work that Porsche should be truly grateful for. These mechanics preserve the Porsche reputation.

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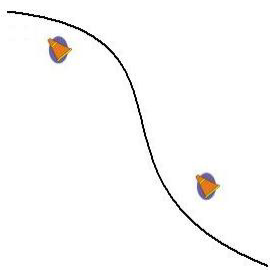
And how do you recognize Joe? There is no photograph with this article because he is a little shy of the camera. The next two mechanics I will write about have the same issue. But I have photographs from a shoot and run. If you need to find Joe Campisi just walk in and call out: "You in, Joe?"



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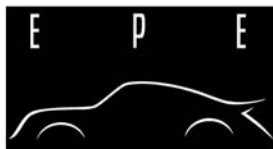
*EPE* has been in the business of service, repair and upgrading of Porsche cars for over twenty years, and has a staff with over 30 years of experience providing discriminating Porsche owners with the best care available for their treasured automobiles.

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

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# FIRST DATE - PERSPECTIVE OF AN AUTOCROSS

By: Jeff Bruewer - Porsche Virgin

*Editors note: I was really pleased that my brother in law was able to pop out to NH to enjoy the weekend and spend some time at an NCR event. Jeff is a professional newspaper man so I am especially thankful that he was able to write a quick story.*

When my brother-in-law, Bill Kallgren, invited me to drive his 1985 911 Carrera in an autocross, I eagerly accepted. I've always liked the car. It looks just like a remote-control version I've had since I was younger. Up until the autocross on June 11, I'd only been able to drive the 911 on back roads during my infrequent visits from Ohio. Unfortunately, my country jaunts were mostly spent behind school buses and dump trucks. Not the best way to go for a spin.

I looked forward to being able to push the car, and myself, a little more.

The morning of the autocross, Bill let me drive to the former Moore Army Airfield, at Fort Devens in Ayer, MA. As we got onto the highway Bill uttered what would be a common refrain throughout the day. It would be said in varying ways by several people, but the essence was captured in Bill's initial utterance of, "Give it some gas, this car runs better at higher RPM's." I proceeded to warm up the car and myself on the way to the course. (Note: All traffic laws were duly noted during this drive. Noted, but not always adhered to in the strictest legal sense.)

While registering, I pulled out my Ohio driver's license. The woman taking the information said, "You didn't come all the way out here just for this, did you?" I mumbled something about coming out to visit my in-laws, but, truth-be-told, I was just looking for a little "me" time.

Bill and I did a walk through of the course. It looked like an impossible maze of

cones placed at incredibly tight angles. I didn't think I'd get a chance to do much more than ride the brakes. We did a second walk through at a brisker pace and I began to see the lines a little clearer and see how I could set up my position to make more straight lines out of the curves.

We spent the first part of the morning shagging cones for the other half of the drivers. Two things stood out that morning:

heat and pollen. The sun was baking from early in the morning and only an occasional cloud passed by as we stood out on the track, far from any shade. The pollen had left a yellow coating on everything. As the first car made its run, a hazy





yellow cloud formed behind it. A dark path was soon worn along the main lines of the course. It was easy to tell when someone went off course: There was a tell-tale yellow cloud.

I studied the other cars for ideas on how to handle the course and occasionally was interrupted by a cone in need of replacement. It seemed like the cars took forever to get to our section and then flew by. But I was surprised how fast the cars got to our section when I was trying to replace a cone.

Finally it was our turn to drive. Bill went first, taking his four runs, then it was my turn. I was buckled into the five-point harness so that I couldn't move an inch. My head, in its borrowed helmet, was pressed to the roof. Even so, I felt comfortable in the car and I found I had enough movement to see the important stuff, namely the cones ahead of me.

For my first run I had Fred deNapoli as my instructor. He was gentle with me for my first time. He did use that oft-repeated phrase, "a little more power," a few times, but mostly offered good advice on how to approach, brake and accelerate. I pushed through the starting chicane into the sweeping right turn along the first stretch. Pushing the car past my comfort level but staying in control. I felt fast. This was easy. I kept a smooth line and the car rode very solidly. It was fun and I knew I was fast.

Times that morning had ranged from the mid-70 second mark to numbers approaching 120 seconds. As I passed the finish timer and approached the clock display I saw a 7. I figured my run was pretty good and I must have had a 77-second run. As I got closer I had to adjust my eyes. They're not as good as they used to be. As I squinted the 77 turned into a 117. I squinted harder. I blinked twice to clear my eyes, but it still looked like 117-point-something.

Crap.

I thought I was going to show all these experts how it was done. Logically, I had told myself my goal was the same as when I play softball: to not embarrass myself. But I have been a racing fan all my life. I know all the right lines on all the good curves on my way to and from work. I've played Gran Turismo on the big-screen TV with steering wheel and pedal controllers for hours on end... and that run felt better than 117 seconds. I had expected to be faster than that.

Fred moved on to another car, leaving me alone for my second run. I figured I had done well enough, control-wise my first time out and would be OK by myself.

As I waited in the staging line, I realized that I hadn't adjusted the seat when I got in. I slid the seat back, readjusted the straps and realized my head was no longer

*View of the crowd as Jeff takes to the circuit*



continued on page 24



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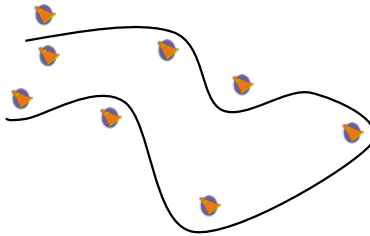


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# NORTHEAST EXOTIC CAR SHOW

By: Tracey Levasseur - Asst. Editor



The morning of June 25 dawned hot and humid as we made the trek from Southern Maine to the 2<sup>nd</sup> Annual Northeast Exotic Car Show in Merrimack, New Hampshire. What a great day for a car show! There would certainly be multitudes of some of the greatest marques on the planet sprawled on the lawns of the Anheuser-Busch Brewery. Sponsored by the New England Viper Club, the show raises money for the Make-A-Wish Foundation of New Hampshire.

As luck would have it we arrived early and Viper Club volunteers directed us to some prime real estate near some shade trees. Not only was this spot cool but it had a virtually unobstructed view of the other participants arriving. Once the dusting, spraying and swiffing were completed on my Jaguar XK8 I got to sit back and watch the cars roll in. As expected, Vipers had the biggest entry and one lucky Viper owner took home the Best in Show trophy. There were probably 25 of these cars slithering around trying to get a shady spot. I didn't realize how many Vipers Dodge actually produced. And I think every color and aftermarket option was represented that day as well.

Another serpentine car that was well represented was the Shelby Cobra. Now, I can't tell the real thing from the replica (unless a price tag was attached to each) but I wouldn't mind having any one of the three sitting on the lawn. Two of the three had the most beautiful paint jobs. The black one's double race stripes running from nose to tail looked like silver marble while the other was a solid purple metallic. No, wait. Walking to the side the light hitting it just so made the car metallic green. Move two steps and it's metallic blue. Extraordinary!

As I sat alone in my class wondering if any other Jaguars would arrive, a healthy dose of Ferraris with their throaty exhausts glided past. Oh, what a peasant I felt like seeing these fine Italian horses prance into position! Not only were there new and old represented but a couple of black ones broke up the monotonous "Testa Rossa" red.

Since I'm still on the subject of color, as I gaze at the Ferraris a little yellow Lotus Europa arrived. A strange body shape, the front looks like a 70's Lamborghini and the back looks like a hearse! However, it was the color of this little British flower that was most striking: a heavy metallic yellow. Yes, yellow can come in metallic!





I was surprised at how few Porsches were represented. It was on the NCR website and in the newsletter and considering the favorable weather I thought certainly there would be a healthy turnout. There were only 6 huddled together



between some trees and only two representing the North Country Region. But it's quality, not quantity that's important in a car show and those six were spit shined to perfection.

Eventually I was joined by another newer white XK8 with aftermarket ground effects. After his arrival a pristine 1953 XK120 Fixed Head Coupe parked beside him. Last to show up in our class was an Allard, a rare little British touring car with a Jaguar motor.

Among the other participants were many Japanese "tuner" cars. You know, the ones with huge chrome tail pipes and tall spoilers that make them look like shopping carts. There were many BMWs as well but unfortunately they were parked in the middle of the lawn with no shade. Since the temperature loomed close to 100 degrees, spectators weren't spending much time observing any cars in full sun. The only car without shade that was getting a lot of attention was a GT40. It was worth risking sunstroke to walk around that piece of machinery.

Some categories had few entries. There were only two Plymouth Prowlers, two Alfa Romeos, one Lamborghini and one Delorean DMC. You had to feel bad for the Delorean owners who drove all the way from New Jersey to sit by themselves in the sweltering heat. At least they took home a trophy!



In spite of the heat and not taking home a prize the day succeeded in providing me with a much-needed exotic car fix I hadn't had since visiting the Ralph Lauren collection in April. Judging from the many spectators walking around talking with the car owners and jealously admiring these four-wheel works of art I'd say they got their fix as well.



pressed to the roof.

Now running solo, I punched the car around the first cone, shifted to second and stepped on it. I made the first leg with ease and came a little fast into the first hard corner and had to slow more than I wanted. As I worked the back straight with the series of slaloms, I felt good, I was pushing harder but had good rhythm around the cones. Then, somewhere over the squealing tires, I heard my father yelling, "A car is not a toy."

My father grew up in a big family in the depression and started a big family as soon as he was married. The concept of a car for fun was foreign to him, especially with three sons who had heavy feet when driving. I tuned out his voice in the back of my head but couldn't help but wonder what damage I was doing to the tires as I slid and drifted through turns.



*The weather was HOT!*

I was also getting over my fear of hitting cones. I found that if my aim was true with the front of the car, the back would follow just fine. When I realized that I hadn't hit any cones in spots where I was sure I would, I figured I was best not worrying about it.

I finished the second run with a time of just over 97 seconds, ten seconds faster than my first run. Again I hit no cones.

For my third run, Fred joined me again. He urged me to go faster than my comfort zone, while offering very good advice on where to be looking and where to place the car when setting up for a maneuver. Instead of my dad's voice, all I could hear was Fred telling me to go a little faster. I made that run in about 93 seconds, no cones.

I told Fred I wanted to go solo again for my fourth run. Taking the advice he had given me and trying to focus on pushing a little faster than was comfortable, I made the run in 91.7 seconds, no cones.

Back on the cones in the afternoon, I watched the cars go through my section and looked for ways to improve my time through that area. It was actually more fun to watch the other guys now that I had done it a few times and better understood what they were doing.

I told Bill about my concerns later. He said something to the effect of, "A squealing tire is a happy tire."

During that second run, I pushed the accelerator beyond my comfort level and found that it wasn't too bad and, in fact, began to feel better as I pushed a little harder. I also found that the path through the cones wasn't as tight as I had thought while walking the course. I was finding good lines and falling into a bit of a rhythm.

continued on page 26

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# HMS motorsport

Back on the track in the afternoon, I tried a different instructor, Robert Meeker.

I started the run with Robert giving me tons of advice on RPMs, shifting points and terminology for speeding up, braking and maintaining speed. I was in information overload. So far I hadn't really looked at any gauges or considered what gear I was in. I was just shifting to second, holding it in that gear and working the gas. I hadn't had much time to look at anything but the cones ahead of me.

We headed out the first stretch and after a slower than I would have liked start, I thought I was pushing on pretty well.

Robert thought otherwise.

Apparently, I needed to go faster, judging by his comments.

I was beginning to see a theme.

As we reached the hard turn at the end of the first stretch I braked, turned left and hit the gas. I heard a click and got no response from the motor.

"Step on the pedal," Robert said.

"I am," I replied. "Nothing's happening."

I looked around and saw a good spot on an unused section of runway to pull off onto. As I was idling off the track, a spotter came up and asked what was wrong. I told him the accelerator was busted. He got on the radio and said, "Number 8's got a problem but he's well off the course, go ahead and send the next car."

It may sound funny, but that may have been the coolest part of the day. I felt like Jackie Stewart or Nigel Mansell rolling off the course with a blown engine. There's something undeniably cool about a bunch of guys, a busted sports car, two-way radios and a race course of any kind.

The coolness kind of faded when I got out of the car and the spotters and Robert began asking what was wrong and how it could be fixed.

"I don't know," I said. "It's not my car."



*Safety Steward Edgar Broadhead contemplates fetching the disabled "8-Ball" down course*

We restarted the car and I idled it back down the front stretch, the wrong way, back to the staging area. Again, it was pretty cool to run slowly down the track, like an injured football player walking off the field. I couldn't hear it, but I'm sure there was some applause.

When I got back to the staging area, Robert approached. He had two criticisms. He told me I should have waited for him to get back in the car before driving off. Then, commenting on the broken accelerator linkage, he said, "You wouldn't have broke it if you hadn't let off the gas."

After some consulting and tinkering, we (Bill) had the car working again.

I went out for my sixth run, Robert at my side. I was actually able to incorporate some of his comments into my driving. Things were starting to mesh in my sun-



addled brain. I pushed harder in spots I had been slow in earlier, but ended up a hair slower than my best time with a run of just over 92 seconds, no cones.

We returned to the staging area, Robert got out and I lined up to go again. Something wasn't right. There were no other cars in line and no one was looking at me. Finally the stager came up and asked me what I was doing. I told him I had two more runs. He told me we were done for the day, that the last car had already run the course.

I repeated that I had two more runs coming, and waited for his advice. I would be happy with whatever they decided, I was a guest, after all. But I really wanted to drive some more. I was just getting the hang of it. After some conferring under the tent, he came back and told me I'd get one more run.

"We'd already told the spotters the last car had run, so you'd better make some noise out there."

OK, so I was a novice, an out-of-town visitor, and I was making the guys put some cones back, stay out in the heat and watch me go once more around the track because I had broken the car earlier. I was the center of attention and I was being a pain in the butt. No pressure.

I figured I had nothing to lose and one last chance to really have some fun. As the stager gave me the go sign, I punched it.

As I made the first turns I really felt good. The car was sliding a bit but responding well. I just kept pushing hard on the accelerator and looking as far ahead as I could.

I felt closer to the edge than I had all day, but I felt like I was in control. I felt good.

On the second-to-last straight, I went through the four boxes of cones without really letting up. I felt like I was going to kiss the steering wheel as I braked hard at the edge of the asphalt and turned a hard left, punching the gas. I came down the last stretch keeping a fast pace through the tight turns. I lined up the final three turns so I could stay on the gas through to the finish with just a slight jog left at the end.

I let it all hang out and ended up with a time of 86.579, more than 30 seconds faster than my first time and about a half-second faster than Bill's best.

There were no trophies for me this day, just the satisfaction of learning how to go a little bit faster and enjoying a sunny day driving a fast car.

I thoroughly enjoyed myself and hope to do it again sometime, but the odds are against it. As Bill pointed out in the post-mortem at the bar in Ayer, my choice of journalism as a profession has left me "underprivileged" in the sports car department. And after beating Bill's time by a hair and breaking his car, the odds of being

invited back are long.

If this turns out to be my only foray into sports car driving at this level, I'm glad I was able to do it with such a good group of people. They even made a Mazda owner from the sticks of Ohio feel comfortable in a Porsche in New England.

*The Winners' Circle*





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## HELP WANTED

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

### **Yearbook Chair**

Each year, North Country Region hosts a wide variety of activities including charity events, drivers education events, rallies and rambles. Working with each committee, the reporters from the *Northlander* and our club photographer, the Yearbook Committee is responsible for putting together a comprehensive scrapbook of the club's activities for the year. At the conclusion of the year, the Yearbook is submitted to the Yearbook Competition at the annual parade. If you are an avid scrapbooker, this is the position for you.

### **Advertising Chair**

As Advertising Chair, you will work closely with the *Northlander* newsletter and club webmaster acting as liason. The advertising chair will also coordinate with various committees that may be seeking event sponsorship offering additional exposure to advertisers that may wish to sponsor club events. The advertising chair will finally seek new advertising opportunities and ensure that invoicing is done promptly while responding to any concerns of the advertisers.



# Toys-For-Tots Car Show!

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The date has been set for October 2<sup>nd</sup> for the 2005 Toys-For-Tots car show to be held at Porsche of Nashua, Nashua NH.

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# NCR Contributor of the Year Competition

The *Northlander* continues to break new ground in providing only the highest quality editorial content to you, the readership of the *Northlander*. As part of our commitment to excellent, a crack team of literary experts and management consultants have worked long and hard to develop an incentive program to encourage you, the membership of the North Country Region, to contribute to the continued success of the *Northlander*. The 2005 year is already half completed and we have received many great contributions from readers of the *Northlander*. Don't miss your opportunity to participate in the Contributor of the Year Program.

As one of the many highlights of the Annual Banquet in the fall, special awards will be given out for contributors of the year in the following categories:

**Porsche History:** For excellence in historical submissions.

**Porsche Photography:** For excellence in photographic submissions.


**Porsche Technology:** For excellence in technical submissions.

**The Literate Porscheophile:** For excellence in fiction and storytelling.

Throughout the year, club members who submit articles, stories and photographs for publication in the *Northlander* will be automatically entered into the awards competition. Materials submitted to the *Northlander* will automatically be entered into this competition. A special on line voting area has been created where you, the readership of the *Northlander*, are able to cast your vote for each article and photo submitted to the competition. At the end of the year, prior to the awards banquet, our team of literary experts will reconvene to review the submissions from the prior year and to tally the on-line voting. Through a careful analysis and review process, the submissions will be scored against some of the most demanding criteria possible. Extra weighting will be given to those club members who submit multiple articles. Through this careful evaluation process, on-line voting as well as independent voting and scoring by each member of the review team, a winner in each category will be determined. The winner in each category will then be recognized at the Annual Awards Banquet as Contributor of the Year in each category above. In order to maintain a level playing field, employees of the *Northlander* are excluded from the competition. Additionally, the official club photographer will be excluded from the photography competition. On-Line voting will be active for thirty days for each submission, starting with the publication date in which the submission appears.

To enter the competition, please e-mail your submission to [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org). In your submission, please include your complete contact information so we may credit your entry appropriately.





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# NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



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

**Michael Grishman**  
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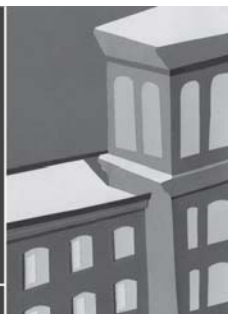
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