

# Northlander



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# Northlander

Newsletter . North Country Region . Porsche Club of America  
 November and December 2006 Volume 29 Number 11  
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 by Sigrid Schnoerr

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# CALENDAR



**January 13, 2007**

## **NCR first Porsche Club Sleigh (Hay) Ride**

Location: Point of View Farm 160 South Road, Deerfield, NH  
Starting Time 6:00 PM

Directions available at [www.pointofviewfarm.com/directions.htm](http://www.pointofviewfarm.com/directions.htm)  
Contact: [social@ncr-pca.org](mailto:social@ncr-pca.org)

**January 28th, 2007**

## **Yankee Swap**

Check the NCR website at [www.ncr-pca.org](http://www.ncr-pca.org) for updated details and information.  
Mark your calendar.  
Contact: [social@ncr-pca.org](mailto:social@ncr-pca.org)

**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.

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# FROM THE DESKTOP

By: Bill Kallgren - Editor



Congratulations to the entire North Country Region membership. You have endured for two years my various Letters from the Editor and relief is now in sight. I am pleased to announce that the *Northlander* is moving upscale. With the January edition, my compatriot and partner in crime, Tracey Levasseur will share editorship with David Churcher. With this 24th edition now complete, I am stepping down and releasing you from the boredom of my various ramblings. Oh, wait, I did promise an article or two to appear in the coming year. But before I go, I want to dwell on a few items.

## Happy Holidays

As the holiday season approaches and the end of the year near, I would like to point out what luxury we have all shared. We, members of the North Country Region, have the good fortune of living in one of the most prosperous nations in the world and we share the common thread of Porsche ownership. We are indeed a very lucky and very small percentage of the US population where most people can only dream of owning fast sports cars. Taken on the global scale most people will never have the opportunity of owning any type of automobile. Yes we are very lucky, owning a Porsche and participating in the North Country Region is a very special treat. I am glad to have spent two years editing the club newsletter. While I can only hope that you found each issue enjoyable, I do hope that with each new edition you take a moment to truly appreci-

ate the luxury in which we live. We are very fortunate indeed. If you didn't participate in any events this year, don't squander next year...

## Proper Care and Feeding of Your New Editors

It is important that you follow proper care and feeding of your editors to ensure a consistent flow of newsletters. Newsletter editors thrive on submissions. Your new editors will quickly wither and die without a regular supply of fresh stories and photographs. Winter months can be particularly difficult on editors, make your New Year resolution now to send in a submission. I am sure Tracey and David will appreciate all submissions.

## Special Thanks

I would like to thank the people who have made it possible to put together a string of what I feel have been a series of very good newsletters. My apologies are offered up front if I overlook anybody.

Tracey Levasseur has been a top notch assistant. She has come to the rescue on a number of occasions with some great articles and stories. Behind the scenes she has thoroughly proof read every article to appear. Without doubt, you can

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# FROM THE PRESIDENT

By: Janet Leach - President



The past two years have gone by quickly. It seems like it was just yesterday when Jim Gratton passed the ÒgavelÓ on to me at the Annual Banquet at the Pat's Peak lodge in November 2004. He was always available when his advice and expertise were needed and I am thankful for the guidance he has given as Past President to both the Board and me. I also want to thank our former President, Sandi Johnson, who filled in as Past President for Jim during the winter months. Miriam Dunster, our Vice President for the past two years, has been my right hand and good friend; she thinks and acts rationally and has sound judgment. She is good at analyzing a situation and making the right recommendations to the club. We are fortunate to have her as our next President. Doug McIninch has been the scribe and advisor in his role as Secretary. He was always able to capture the essence of our board meetings in the minutes while injecting some humor where appropriate. Pete Petersen has been diligent in providing monthly financial reports and keeping us on track. We appreciate his efforts as he continues as Treasurer for the coming year.

The newly elected Vice President, Ivy Leonard, is a relative newcomer to the club. She was awarded the ÒDE Enthusiast of the YearÓ award at this year's Annual Banquet, and she has made quite an impression on our club members since she joined NCR. She has a very warm, outgoing personality and makes everyone feel welcome; just look for her yellow 911 or 944. She will be continuing as Co-Social Chair this coming year. Paul Tallo, our current and continuing Charity Chair, is our newly elected Secretary. He has been very active in the

club in his many volunteer efforts, always stepping up to offer his support, and he will be a welcome addition to the 2007 Board. This combination of members will provide strong leadership for the coming year.

I want to thank the committee chairs for their continued efforts. They put together some great events for us, and these could not happen without their diligence, hard work and dedication. We are fortunate to offer a variety of events each year for our members. Our Annual Planning meeting will be held in early December and the calendar will be available shortly thereafter; be sure to save the dates for your favorite events.

Thank you all for your support during the last two years. Happy Holidays to you and your family, and I wish you all the best for 2007.

**VOLUNTEERS  
NEEDED!**

**CHECK THE HELP WANTED  
SECTION ON PAGE 39.  
DON'T SEE THE JOB OF YOUR  
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# THE STARTING GRID

By: Lisa Roche - Membership



Winter is a great time to start thinking about next year. Do you have any particular events you would like to see? How about helping at an event? Contact the club president or a committee chairman at any time with your ideas.

<p><b>New Members:</b></p> <p>Randy Arnott Mont Vernon, NH 2007 Cayman S</p> <p>Keith L. Bazarnick Jesse Bazarnick Mont Vernon, NH 2002 911</p> <p>Leslie M. Grossman Laconia, NH 1986 930</p> <p>Grant J. Guilbeault Stratham, NH 1995 993</p> <p>Mason Klinck Fitzwilliam, NH 2000 911</p>	<p>Peter Schoener Nashua, NH 2001 Boxster</p> <p>William Sensenig Jr. Lebanon, NH 1990 911</p> <p>Lewis J. Surdam Toni Surdam Milton, MA 2003 911</p> <p>Jason R. Tucker Hudson, NH 2003 911</p> <p>Harrison P. Wareham Joanna Henderson Contoocook, NH 1977 911</p>	<p>Richard Garvey Paula Garvey Amherst, NH 2003 Boxster S</p> <p>David G. Holt Ellen Holt Gorham, NH 1977 911S</p> <p>Ravi Komatireddy Hanumanth Reddy Lebanon, NH 2004 Cayenne T</p> <p>Ivalee M. Leonard Greenland, NH 1985 944</p> <p>Jerry Prial Kellie Prial Rye, NH 1990 911</p>
<p>Daniel M. Monfried Joy Monfried Bedford, NH 2006 997</p> <p>Declan Mulready Cathy Mulready Derry, NH 1996 993</p> <p>Christopher Root Nashua, NH 1997 Boxster</p>	<p><b>1 Year:</b></p> <p>Michael A. Cosgriff Jane Begala Southampton, MA 1980 911SC</p> <p>Brad W. Davidson Sanbornton, NH 1985 944</p>	<p>David Raynes Rosemary Raynes Dover, NH 1980 911SC</p> <p>Mark W. Watson Bedford, NH NA</p>





<b>2 Years:</b>  Michael Catizone Kim Catizone Pelham, NH 2001 Boxster  Philip Desfosses Margaret Desfosses Portsmouth, NH 1999 911  Daniel V. Dotzler Jean Dotzler New Boston, NH 1999 Boxster  Edward Gage III Jill Gage Nashua, NH 1995 911  Nicholas Mercier Marcel Mercier Manchester, NH 1999 996  Luigi C. Minoletti Christina Ria Minoletti New London, NH 1999 911 C4  Mick Myles Joyce Myles Weare, NH 2003 Boxster	<b>10 Years:</b>  Bruce J. Parsons Carole Parsons New London, NH 1995 993  Richard Provencher Marilyn Provencher Bedford, NH 1993 911 C4  Charles E. Vadakin Anne M. Vadakin Rye, NH 1989 944	<b>10 Years:</b>  W. Patrick Hughes Carole Hughes Hampton Falls, NH 1990 911C2  Gabriel M. Thomas Patricia Thomas Londonderry, NH 1982 911SC
	<b>5 Years:</b>  John A. Hildebeitel Demaris Tisdale Richmond, VT 1994 968  Tom O'Dowd Mary O'Dowd Wolfeboro, NH 1990 C4  Perrin T. Prescott Phyllis Prescott Exeter, NH 1998 986  William Taranovich Teeny Sherman Concord, NH 1988 911	<b>15 Years:</b>  Marc Myette Susan Hill Merrimack, NH 2004 911
	<b>20 Years:</b>  William A. Barker Susan K. Barker Dublin, NH 1968 912  George J. Louzek Janis Louzek Hollis, NH 1982 911SC	



# ZONE ONE AUTOCROSS

By: Tracey Levasseur - Asst. Editor

I'm writing this just days after completing the 2006 Zone 1 Autocross at Fort Devens. What an incredible time! What spectacular weather! At the end of day two I was ready to take another three runs. But I'm getting ahead of myself....

Saturday morning 5am started off cold and dark. Packed essentials for the weekend into a duffle bag and headed down to Moore Airfield. Two hours later we arrive on the tarmac with over 100 other drivers from New York, New Jersey, Connecticut, New Hampshire and Massachusetts. I'm the only driver from Maine this weekend. As I wait in line for paperwork I observe the other vehicles. These folks take autocross seriously! I'm really not worthy to run with this bunch but for me it's for fun, to prove I can do this.

The sun has risen by this time but a chilly breeze keeps everyone bundled as the first car takes off a little later than scheduled. Though it appeared easy from the walk through, the course revealed itself to be a formidable challenge, especially in the final slalom when the last cone before the exit gate usually ended up wedged under the bumper of many incoming cars.

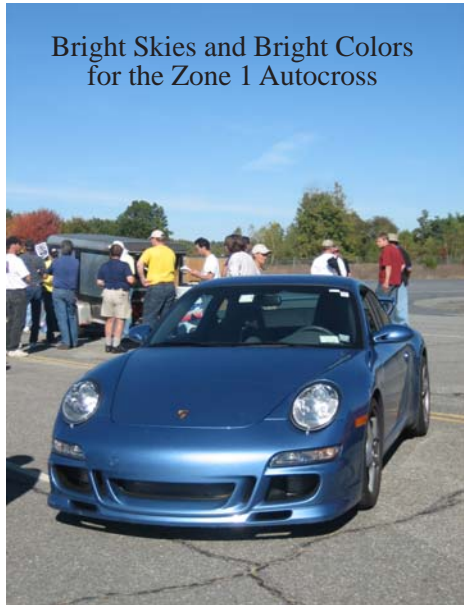
Everything seemed to run smoothly until after noon when the timer decided to take a lunch break. Since we already got a late start this electronics glitch set us back another half hour. Eventually our autocross technical support team of Joe and Lisa straightened out the computer and the track was hot again. Last car sped through the exit gate at about 5pm.

We stayed at the Springhill Suites at Devens Commons, a new hotel that

NER reserved rooms for PCA members from afar. Choosing to forego the dinner reservations, we checked into our room then walked across the parking lot to the Devens Grille, a pub recommended by a club member earlier in the day. The food was excellent and the atmosphere was a bit raucous especially after Detroit trounced the Yankees on the televisions hung around the diningroom. After dinner we returned to the hotel to check out the indoor pool and hot tub.

Up early Sunday morning for the breakfast buffet, have to get energy for another long day of cone dodging. The air was crisp again but with no wind or clouds it promised to be a balmy autumn day. Most of Saturday's drivers returned so registration was merely checking in and walking the course. But wait!

Bright Skies and Bright Colors  
for the Zone 1 Autocross



The course is not only changed from Saturday but it's backwards. The start and finish gates are reversed so we drive counter clockwise today. Now my tires will be evenly cupped! With a few drivers absent and no need for tech inspection, the first car took off on time. Three runs for everyone were completed by 11am, and a smooth transition into the second three runs meant that we'd be done early today. This was good since those of us who dressed in three layers had already shed two by lunch so couldn't ethically remove anything else.

Sunday's course was very open which allowed us to attain decent speed. However, two ninety degree turns, one at flag station 2 and the other at flag station 5, kept everyone honest. Several cars spun out at these points forcing drivers to rethink their approach into these turns for maximum control with minimal speed loss. Aside from these tricky turns,

Sunday's course was fast. Several drivers' best times were under 60 seconds.

Fourteen NCR members attended this year's Zone 1. We were a small group but accumulated 86 points for our region. NCR came in third place close behind Northern New Jersey Region with 88 points and NER taking first with 90 points.

I didn't return home with any trophies but I bettered my time by 10 seconds from Saturday to Sunday. I think a combination of fuel and engine issues kept me from breaking 80 seconds (that's my story and I'm sticking with it). But I enjoyed the weekend meeting new AX folks and spending time with familiar faces, knowing I won't see them again until next spring. Since I didn't break 80 seconds I have my new goal set for 2007. And I sure plan to be at Fort Devens to reach that goal.



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# END OF SEASON AUTOCROSS

By: Joe Kraetsch - Autocross Chair

The 2006 NCR autocross series ended on September 16<sup>th</sup> with a grand finale of two events in one day. Earlier this season we had to cancel Autocross #2 due to heavy rains and flooding. No makeup dates were available so rather than just drop one autocross, we decided to run two autocrosses in one day—all for the price of a single autocross.

Midweek prior to the event, the forecast looked like heavy rain, but by Friday the weather people changed their minds and promised us a dry day. Not only was it dry, but turned out to be a beautiful sunny day. We had a good turnout with 55 registered drivers.

We ran Autocross #5 in the morning as scheduled. Guest course designer, Paul Zahornasky (aka PZ) set a wonderful course for us. PZ is the chief course design for SCCA's Northeast Region and has designed courses for SCCA National Events. I learned most of what I know about course design from PZ. Everyone had four runs on the morning course. Class 1 was a close race between Mark Schnoerr and Chris Darminio but Mark edged Chris by 0.397 seconds on their final runs. Class 2 was also a tight race until Dave Porter's final run. Not only did he take my lead away but he smoked me by over two seconds. Guest instructor, Russ Siggelkoe took FTD by 0.035 seconds and top PAX by 0.029 seconds over Paul Kozlak who had the fastest Porsche time.

We shut down briefly while PZ quickly changed the course. He moved a few of the cones and created a new course that looked like the first course but was significantly different. We al-

lowed folks to walk the course once to see the changes while I set up the timing for the afternoon Autocross #6. Those who chose not to walk the new course paid for it with off course runs and slower times. Close races in this session included Class 4 where Dave Beningson bested Neil Halbert by 0.122 seconds. I might have repaid Dave Porter's morning thrashing but my best time included a two second cone penalty and fell 0.65 seconds short. (I'll get him at the Zone 1 Autocross in October!) Steve Hazard took FTD and top PAX while Charles Stromeyer had fastest Porsche time.

The autocross double header was a fun way to end the season. I heard a lot of positive feedback about the events and the courses. Thank you, Paul Zahornasky for two excellent courses in one day. Thank you, Porsche of Nashua for your sponsorship. I would also like to thank the autocross staff for all their hard work throughout the season, and everyone who came out and participated in our autocross events.

We are already planning our 2007 autocross season. We have a much better schedule next year. I would appreciate any feedback and suggestions to make next year even better. I am also looking for a couple volunteers to add to the autocross staff. If you would like to help out, please contact me at [autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)





## Autocross Round 5 Results

<b>Class 1: Production</b>				Time
1	Mark Schnoerr	1974	914	66.178
2	Chris Darminio	1976	914	66.575
3	Schnoerr David	1973	914	70.141
<b>Class 2: Production</b>				Time
1	Dave Porter	1987	924S	68.594
2	Joe Kraetsch	1988	924S	71.056
3	Lisa Roche	1989	944	72.775
4	Dan Weier	1987	944S	78.072
5	Christine Zrimsek	1986	944NA	85.199
6	Ivy Leonard	1985	944	107.616
<b>Class 4: Production</b>				Time
1	Neil Halbert	1990	944S2	69.768
2	David Beningson	1987	944T	71.958
<b>Class 5: Production</b>				Time
1	Georges Rouhart	1993	968	72.282
<b>Class 6: Production</b>				Time
1	Francis O'Day	1971	914-6	77.250
<b>Class 7: Production</b>				Time
1	Kenny Conway	1987	911 Cab	69.725
2	Brian Laws	1982	911SC	70.897
3	Robert Canter	1984	Targa	73.435
4	Gerry Fitton	1981	911SC	78.342
5	Jeff Johnson	1987	911	79.760
6	Gerald Carter	1980	911 SC Targa	80.452
7	Tracey Levasseur	1980	911 SC Targa	90.172
<b>Class 8: Production</b>				Time
1	Oliver Lucier	1998	Boxster	68.377
2	John Leach	2000	Boxster S	72.787
<b>Class 9: Production</b>				Time
1	Greg Osche	2001	Boxster S	69.527
<b>Class 10: Production</b>				Time
1	George Skaubitis	1993	911 RS America	74.166
2	Janus Cole	1989	964	76.047
3	Christine Skaubitis	1993	911 RS America	79.533
4	Mal Dougherty	1989	964	102.640

continued on page 12

## Autocross Round 5 Results (cont)

### Class 11: Production

				Time
1	Paul Kozlak	1997	993	62.832
2	Lynne Rothney-Kozlak	1997	993	63.736
3	Judith Hendrickson	1995	993	72.647

### Class 13: Improved 4

				Time
1	Cara Ness	1989	944S2	65.431
2	Steve Berry	1989	944S2	66.474
3	Jay Gratton	1972	914	69.456
4	Matt Romanowski	1972	914	71.727
5	Steve Smith	1983	944	73.194

### Class 14: Improved 6

				Time
1	Charles Stromeyer	1997	993 Turbo	65.643
2	Mark Skala	1970	914-6	66.678

### Class 15: Modified

				Time
1	Ron Mann	1970	911RS	67.106

### Class 16: Non Porsche (indexed class)

					Raw	PAX
1	SS	Russ Siggelkoe	2005	Lotus Elise	62.797	52.749
2	ESP	Charles Moss	1995	Eagle Talon	64.436	53.353
3	STX	Chang Ho Kim	1989	Honda Civic	67.091	53.941
4	BSP	Steve Hazard	1998	BMW M3	65.448	55.172
5	ESP	Fedja Jeleskovic	1995	Eagle Talon	67.240	55.674
6	DSP	Fred deNapoli	1992	BMW 318	68.514	56.798
7	ASP	Hank Wallace	2000	BMW Z3	68.098	58.019
8	AS	Michael Conduct	2003	Mitsubishi Evo	70.029	58.194
9	SM2	Richard Demaine	1996	Mazda Miata	68.328	58.352
10	DSP	Mark Gallagher	1987	BMW 325is	72.186	59.842
11	DSP	Rachel Williams	1992	BMW 318	72.443	60.055
12	SM2	Paul Zahornasky	1996	Mazda Miata	72.891	62.248
13	STS	M. OClass Regan	1993	Honda Prelude	86.067	68.595

### Class S: Strict Stock (indexed class)

					Raw	PAX
1	S12	David Keimach	2006	Carrera C4S	68.933	56.792
2	S8	Chris Jacques	2001	Boxster	72.788	58.490
3	S2	Miriam Dunster	1987	944	79.047	61.609
4	S12	Shary Keimach	2006	C4S Carrera	81.539	67.178

### Top Times Of Day

	Time	Class	#	Driver
Raw time	62.797	16SS	142	Russ Siggelkoe
Pax	52.749	16SS	142	Russ Siggelkoe
Porsche	62.832	11	93	Paul Kozlak



## Autocross Round 6 Results

<b>Class 1: Production</b>				Time
1	Mark Schnoerr	1974	914	64.579
2	Chris Darminio	1976	914	65.567
3	Schnoerr David	1973	914	67.645
<b>Class 2: Production</b>				Time
1	Dave Porter	1987	924S	69.042
2	Joe Kraetsch	1988	924S	69.692
3	Lisa Roche	1989	944	72.595
4	Christine Zrimsek1	1986	944NA	80.502
5	Ivy Leonard	1985	944	95.656
6	Dan Weier	1987	944S	OFF
<b>Class 4: Production</b>				Time
1	David Beningson	1987	944T	70.714
2	Neil Halbert	1990	944S2	70.836
<b>Class 5: Production</b>				Time
1	Georges Rouhart	1993	968	70.759
<b>Class 6: Production</b>				Time
1	Francis O'Day	1971	914-6	79.292
<b>Class 7: Production</b>				Time
1	Kenny Conway	1987	911 Cab	69.301
2	Brian Laws	1982	911SC	70.042
3	Robert Canter	1984	Targa	71.654
4	Gerry Fitton	1981	911SC	77.289
5	Jeff Johnson	1987	911	80.767
6	Tracey Levasseur	1980	911 SC Targa	90.726
7	Gerald Carter	1980	911 SC Targa	OFF
<b>Class 8: Production</b>				Time
1	Oliver Lucier	1998	Boxster	64.466
2	John Leach	2000	Boxster S	72.181
<b>Class 9: Production</b>				Time
1	Greg Osche	2001	Boxster S	67.423
<b>Class 10: Production</b>				Time
1	George Skaubitis	1993	911 RS America	73.407
2	Janus Cole	1989	964	76.166
3	Christine Skaubitis1993		911 RS America	79.654
4	Mal Dougherty	1989	964	100.580

continued on page 14

## Autocross Round 6 Results (cont)

### Class 11: Production

				Time
1	Judith Hendrickson	1995	993	71.656
2	Paul Kozlak	1997	993	DNS
3	Lynne Rothney-Kozlak	1997	993	DNS

### Class 13: Improved 4

				Time
1	Cara Ness	1989	944S2	64.777
2	Steve Berry	1989	944S2	65.764
3	Matt Romanowski	1972	914	69.881
4	Steve Smith	1983	944	71.447
5	Jay Gratton	1972	914	79.459

### Class 14: Improved 6

				Time
1	Charles Stromeyer	1997	993 Turbo	63.784
2	Mark Skala	1970	914-6	65.993

### Class 15: Modified

				Time
1	Ron Mann	1970	911RS	66.449

### Class 16: Non Porsche (indexed class)

					Raw	PAX
1	BSP	Steve Hazard	1998	BMW M3	61.438	51.792
2	STX	Chang Ho Kim	1989	Honda Civic	65.459	52.629
3	ESP	Fedja Jeleskovic	1995	Eagle Talon	64.393	53.317
4	SS	Russ Siggelkoe	2005	Lotus Elise	65.079	54.666
5	ASP	Hank Wallace	2000	BMW Z3	65.560	55.857
6	DSP	Fred deNapoli	1992	BMW 318	67.594	56.035
7	AS	Michael Condict	2003	Mitsubishi Evo	67.531	56.118
8	DSP	Mark Gallagher	1987	BMW 325is	68.252	56.580
9	SM2	Paul Zahornasky	1996	Mazda Miata	70.805	60.467
10	SM2	Richard Demaine	1996	Mazda Miata	73.036	62.372
11	DSP	Rachel Williams	1992	BMW 318	75.728	62.778
12	STS	M. OClass Regan	1993	Honda Prelude	81.645	65.071
13	ESP	Charles Moss	1995	Eagle Talon	DNS	DNS

### Class S: Strict Stock (indexed class)

					Raw	PAX
1	S12	David Keimach	2006	Carrera C4S	67.078	55.264
2	S8	Chris Jacques	2001	Boxster	70.591	56.725
3	S2	Miriam Dunster	1987	944	78.553	61.224
4	S12	Shary Keimach	2006	C4S Carrera	84.198	69.369

Top Times Of Day	Time	Class	#	Driver
<b>Raw time</b>	61.438	16BSP	00	Steve Hazard
<b>Pax</b>	51.792	16BSP	00	Steve Hazard
<b>Porsche</b>	63.784	14	77	Charles Stromeyer





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expect great letters from the new editor to continue. I am sure that the editorial content will only improve.

The quality of the photography in our newsletter has been excellent. While we have a number of photo contributors, David Churcher has consistently supplied me with a steady stream, no make that a flood, of fantastic photographs to use in the newsletter. It is too bad I can not run them all; there are a lot of gems that I simply did not have enough room to run them all.

John Killion, a regular contributor with his letters to Herr Hanzy, has been fantastic. I particularly enjoy his missives and have had great fun finding "clip art" to (hopefully) complement the stories. While at least one letter drew some criticism, I have no regrets running any of the letters.

Also, I would be remiss not to mention Janet Leach, Judy Hendrickson and Lisa Roche who have submitted content, proof read copy and generally given great support. To all the other contributors over the past several years, thank you for everything submitted.

### Ask the Editor

Gentle readers, you may recall the occasional "Ask the Editor" questions. These have appeared occasionally over the past couple of years. I must confess, all the ask the editor questions were fabricated by myself. If you do have questions, I am sure that your new editors will have a lot of fun answering your questions, I know I would have. You can always send them via email to [northlander@ncr-pca.org](mailto:northlander@ncr-pca.org).

*Dear Editor,  
Why did you do it? With this admission, I feel somehow violated.  
- Violated Reader*

Dear Violated Reader.

Well, occasionally the newsletter came up a bit short on material. I was simply too proud to go out of region and simply copy something from a different regions newsletter. Yes, the *Northlander* has been 100% domestic NCR content. Please continue reading...

### Zone 1 Editors

Thanks need to go out to all the Zone 1 editors. As *Northlander* editor, I have been on the mailing lists for a number of "out of region" newsletters. I have really enjoyed reading your newsletters. Some are really great and I have, at times, been envious of the number of participating contributors, depth of content and glossy printed paper. While I didn't find the need to recycle any articles, it is not because there wasn't a lot of great stuff; it is simply that they didn't seem to fit immediate needs. I did however get great ideas on formatting and types of content that seemed to balance the newsletter ... plus I had the scoop on all the Dear Hanzy letters before anybody else.

### Timekeeping

I did mention at the start of my ramblings that I did want to dwell ... I recently finished reading a book titled *1491*, a book discussing the Americas before Columbus arrived. I found it a fascinating read and I will not dwell on the author's conclusions regarding the true motives of that first "Thanksgiving" ... I will however dwell on a few points of timekeeping.

What struck me when reading about ancient Mesoamerican cultures was the development of not one but three

different calendars. Now calendars are pertinent as the New Year is approaching. In ancient Mesoamerican culture a 365 day secular calendar tracked the Earth's orbit around the sun. A 260 day ritual calendar was also used, possibly linked to the orbit of Venus and a unique "long count" calendar which marked, in linear fashion, the days since a fixed starting point. Imagine for a moment the case where Christmas (a ritual holiday if you will) was tracked on a 260 day calendar. It would fall on Dec. 25 (the secular calendar) only every 52 years; other years moving "forward" on the secular calendar from early winter to fall, then summer, into spring, and so on until 52 years later it once again fell on (secular calendar) December 25. On the long count calendar, each Christmas would, of course, be a unique date.

*Dear Editor,  
Is time long, or is it wide?*

Gentle reader, I figure these calendars are a lot like Porsche ownership. You get your new Porsche and things are great, eventually the car gets a bit older, perhaps you want to sell it. After owning it for a long while, it becomes a classic and you might decide, instead of selling it you need to restore it. Eventually time is unstoppable and rust will claim the car as sure as the long count will march tirelessly forward.

With that I bid you adieu.

Bill Kallgren



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# FALL SHRIMP RALLY!!

By: Ivy Leonard - Contributor



A bright and Sunny day....very brisk...the winter chill was in the air! It was my first Rally with 9ELOVIN. The yellow 911 raring and ready to go! I woke up bright and early as I was so excited to join in on Sandi and Don's Shrimp Boil "Rally around the Volcano" Sunday morning. Is that for real?

I left the house early to pick up my navigator...whom you all may know; Hank Cowles aka "The BigCheese." Don't worry I did think, wow was this a

good idea ... have my boss of 18½ years as my navigator! I certainly wanted to make it to 19 years.

Ok....so we arrived in the Wal-Mart parking lot just a few minutes late ... oooooopps ... I missed tech session (maybe because Hank needed a coffee). I had to keep my navigator happy. Nancy, as nice as she was, came right over to the car to make sure everything was working properly. Yup...I passed!

Don handed me my envelope with my parting time so I matched my time on my watch to what Don was showing for a time. Not leaving a second sooner the BigCheese and I exited the parking lot ready to have some fun. I hope!

We began our trek driving and searching....with answers flowing nicely. Then...out of the blue we can't figure out one of the phone numbers. Guess I should have called the number instead of turning around 4 times. "The BigCheese" said I just don't see it ... of

course he blamed it on the driver. Geez ... most people can read a sign that is only 12 inches in size going by it at 40mph right? Ok ... maybe I should have taken the foot off the pedal so he could actually read the sign.

Though we had several turn around points







everything went rather smooth. Poor David C. Following 9ELOVIN was probably not the best thing for that particular day. David probably thought I was practicing turns for the next DE event.

What a time we had...I really did spend way to much time looking for an erupting volcano... go



figure...the volcano in Ossippee was no longer in service so to speak. Don and Sandi totally understood me driving up just a few minutes late for two reasons...the first being I really wanted to bring some lava back. The second being ... Hank and I as Navigator and Driver may have been the wrong mix. I will definitely be the navigator next year as there is no question he would make the better driver! The good news is ... I still am currently working for the

**BigCheese!**

The shrimp dinner back at Sandi and Don's house was spectacular ... a job well done. Sandi and Don, my hat goes off to you for a job well done. It is always nice to get back, eat, and socialize. Not to mention that regardless of the daggers Hank and I threw back and forth at each other, I suppose it was worth receiving the second place trophy. Way to go Hank! Thanks again to everyone ... another spectacular NCR event!



# PHOTO EXTRAVAGANZA

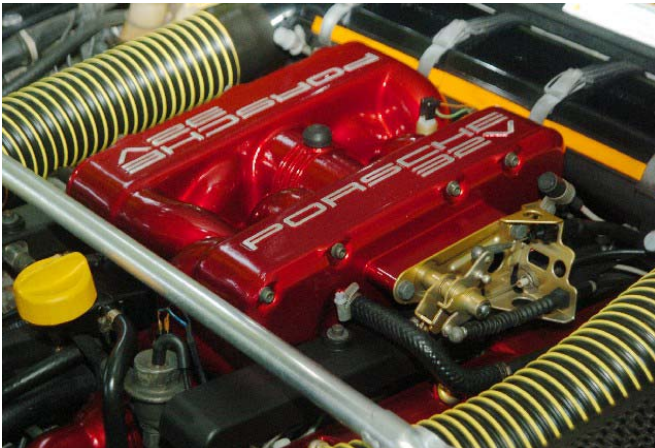
Photo Contributions as Noted

The following are a few photographs selected from the many hundreds submitted throughout the year. While we do not have enough room to run all the pictures, I hope you enjoy these.

Bill Kallgren - Editor,  
Northlander



"Hmm.. Should I put this cone, here .... or maybe over there?" Joe Kraetsch caught on film by Edgar Broadhead while setting up an Autocross in July.



Imaculate 928 engine bay, caught on film by David Churcher at NCR Car Show. The generosity of NCR members benefited the New Hampshire Food Bank.



Very Cool Early 911. Details from the early 911R include "911R" style turn signals, center fill fuel tank and single hood strap. The near side fender echoes the center fill fuel tank, there is no fuel filler flap. The windows and rear windscreen are plexiglass. The ducktail and rear fender flares echo a later RS. The interior is similarly light weight.




The Raydot rear mirrors are size appropriately, you won't need to check them often! For night driving, the hood is drilled for not one but two sets of hood mounted driving lights. Originally fitted to Citroen DS, the hood mounted lights were a popular accessory for rally cars.

This car blasted past me on the highway one weekend and the exhaust note from the rally style muffler was tremendous. David Churcher managed to catch it on film a few weeks later at our first autocross in April.


continued on page 28

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Drivers Education 2007 Tentative Schedule  
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Oct 15 & 16

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

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





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

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

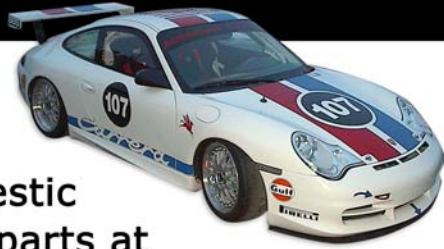
Please take a few minutes to go to the link below and take the short survey. (OK - you don't have to type it, see the NCR Homepage for a clickable link) You'll also see a hardcopy of this survey with your banquet invite in the mail if you prefer. Or please give any Board member input anytime !

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# NCR BOARD WERKES

Doug McIninch, Secretary



NCR-PCA  
MEETING MINUTES  
SEPTEMBER 12, 2006

On September 12, 2006 seven Board members and eleven Club members met at Janet Leach's house to conduct business.

The usual meeting format and agenda was dispensed with in favor of setting aside sufficient time for a detailed discussion of the recent concerns about dropping event participation rates by our members. These declining participation rates are not unique to NCR as PCA has reported similar results across the country. Accordingly, various Board members have proposed taking a survey of the membership in order that the Board achieve a better understanding of how to serve the interests of the membership. The ensuing general discussion included the following:

Only a small percent of our members actively attend our events.

Often a member has a limited area of focus rather than a broad range of participation.

The great majority of work in preparing for an event falls on a small leadership in the club.

Surveys can sometimes be of limited worth due to low returns and returns from our already dedicated corps of participants.

If we are not careful we could become a "one event" club, i.e., DE.

Two day "tour" type events have been well received on the past but have dropped off the club's event schedule. Such overnight events could include a "rally" or "AX."

Offering a variety of events will appeal to a broader spectrum of our members.

NCR would not be appropriately serving its membership if it allowed the club to have an increasingly narrow focus of activities.

Our greatest source of revenue is derived from DE. This cash flow assists the club in its general operation.

Etc...

The discussion continued at length including a review of the suggested format and questions to be asked in a survey. Finally it was agreed by all that a survey was needed and should be taken at this time in order for the results to be available for the December 2, 2006 Planning Meeting. Possible formats were reviewed. Resources to take a survey were suggested. A committee of volunteers was formed. Ivy Leonard will chair this Member Survey Committee comprised of Jim Gratton, Paul Tallo, Don Johnson, Jim Demers and Edgar Broadhead.

### **Business Meeting**

An abbreviated business meeting followed the discussion of the Member Survey. The usual agenda order was not followed.

**Website:** Authority was requested to spend the money to employ software which would block the recent spam that had been plaguing Comcast members of the Board. As the Webmaster has enough money in his budget no vote was needed and the Webmaster will go forward with the "Postini" spam blocking software.

**Treasurer Report and Secretary's Minutes** of the August Meeting. These reports were accepted as distributed.

**DE.** The economic advantage of doing a joint LRP event next year was discussed and will be attended to if it makes economic sense.

**Rally:** The Shrimp Boil Rally will be October 22, 2006. Appropriate PR notifications and flyers will get done.

Other committee reports were dispensed with.

### **Other Business:**

The DE Chair suggested that the DE Chair should be a voting member of the Board. There was a very lengthy discussion both pro and con. This would require a by-law revision. The timing for a by-law amendment at this year's Annual Meeting will be problematic. Finally, it was moved, seconded and voted to recommend amending the by-laws to make the DE Chair a voting member of the Board. This decision will have to be reported to the By-Law Revision Committee.

There being no further business the meeting was adjourned after thanking Janet and John Leach for hosting the meeting and providing us with a fine meal.

Respectfully submitted,  
Doug McIninch, Secretary.  
10/10/2006

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Jim Alton, North Country Region member as well as President of San Gabriel Region put me on his e-mail list for the San Gabriel Newsletter, *Gabriel's Horn*. I got to read all about that region's events.

I would never have thought that heated seats would even be marketed in Southern California, however a rally correspondent reported that they

worked great when temperatures dipped into the forties ... about the same temperature when I am opening the windows ... In any event, these folks seem to have great fun. In the November issue, Jim reported on taking his 356A to Laguna Seca ... tires squealing through the corkscrew, heel and toeing into the Andretti hairpin. Jim photographed his award winning 1965 911 in 2002 in Hollis NH, before moving west. The car made a special appearance at the 2004 Los Angeles Motor Show on a booth celebrating 40 years of the 911.



Another early 911, driven with aplomb at the 2006 Car Control Clinic. Unlike previous years, this year's Car Control Clinic was held under sunny skies. David Churcher once again was on the button catching this 2.2 Liter example on the "skid" pad. Sprinklers were required to keep the tarmac moist.





Dear Drivers Education Committee,

Thanks for putting forth the effort to make such a great event happen. I would like to thank everyone (please pass along my thanks to as many people as possible) involved in the DE event from NCR for putting together a well organized, fun, safe and civilized event.

The caliber of instructor was second to none and I had a wonderful time, even though a mechanical kept me from driving on day two.

I will try to make it to all of the events next year and would like to travel to Lime Rock and Watkins Glen as well.

Thanks for your input and taking time to look at my car and the offer to use your fuel gauges. I did some work on the car and it seems a little better (changed spark plugs, cleaned relays and new fuel filter) but it is not back to normal yet. I think it is time to send it off to someone for a professional touch. I just do not have the time to do it my self.

I look forward to seeing you in the spring and would love to have you as an instructor one event.

Leslie

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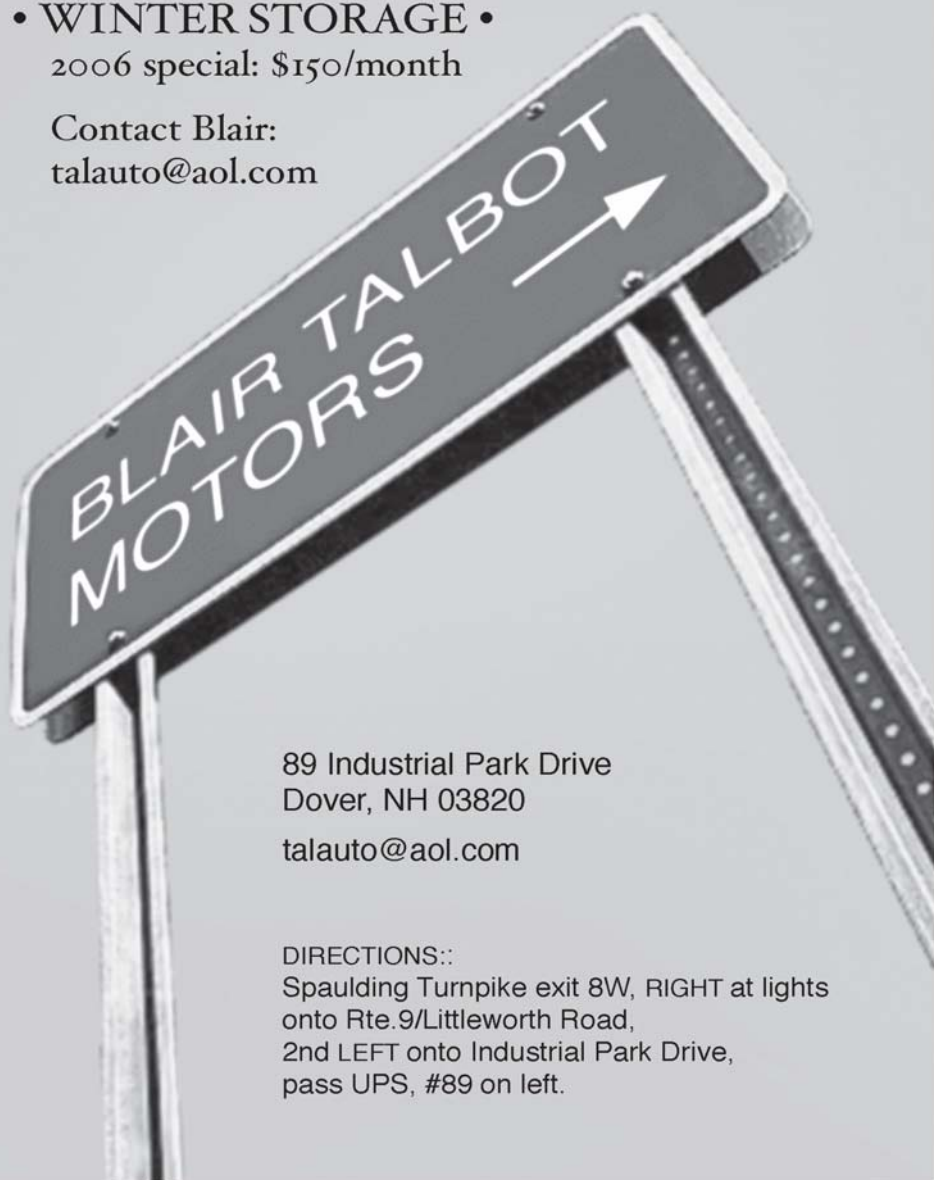
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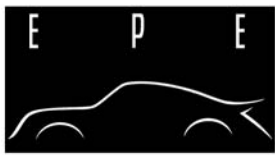
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# NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



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

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

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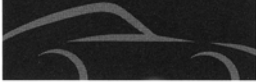
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# THE MART

The Mart is a free service to NCR members and other PCA members (space permitting) for their personal property. Commercial Advertising in **The Mart** is on a space available basis for \$10 per 10 line ad per issue. Submit ads to the Editor.

\* Indicates number of times ad has appeared. Ad is automatically renewed up to three times.



## FOR SALE

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

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

## Barn Sale!!\*\*

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

## Another Barn Sale!!!\*\*

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

**1999 Tigershark 640cc\***. 3 seater, New battery, Fresh water only, Amsoil always used, always covered and in a boathouse. Extremely well maintained by original owner with very few hours. NO TRAILER! Will transport in New England area if needed. \$1,500 Contact Jay Gratton @ (603) 498-8576 or [JEG914@AOL.COM](mailto:JEG914@AOL.COM)

## HELP WANTED

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



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



*Next Month in the Northlander!*

*Celebrate 30 Years  
of the Northlander*

*Interview with the 2006  
Doug Hendrickson Award  
Enthusiast of the Year!*

*Rally Round the Volcano  
write up and results!*

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## ***NORTHLANDER ADVERTISING RATES***

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

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



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