

# NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA  
volume XXX number 4

April 2007



IN THIS ISSUE: THE SCHMEIZENTEIT 911-V8

Passion.



PORSCHE  
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# NORTHLANDER

North Country Region Porsche Club of America  
Volume XXX Number 4 April 2007

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# NCR-PCA CALENDAR

## APRIL 2007

- 10 Board Mtg, location: Common Man, Concord, NH Miriam Dunster, president@ncr-pca.org
- 21 Tech/Social, Performance Electronics, Amesbury, MA, Steve Robbins, social@ncr-pca.org
- 28 Car Control Clinic, NHIS, Event Chair TBD
- 29 AutoCross, NHIS, Joe Kraetsch, autocross@ncr-pca.org

## MAY 2007

- 5 Rally, Quechee, VT with optional overnight, Don Johnson, rally@ncr-pca.org
- 8 Board Mtg, location: Common Man, Concord, NH, Miriam Dunster, president@ncr-pca.org
- 19 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 20 Zone 1 Rally/Concours, Newport, RI, <http://zone1.pca.org/>
- 21 NCR DE # 1, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 22 NCR DE # 1, NHIS, Paul Frucci, drivers-ed@ncr-pca.org

## JUNE 2007

- 9 Rally School, Time/Speed/Distance (TSD) school, Don Johnson, rally@ncr-pca.org
- 10 Time/Speed/Distance (TSD) Rally, Don Johnson, rally@ncr-pca.org
- 12 Board Mtg, location: Common Man, Concord, NH, Miriam Dunster, president@ncr-pca.org
- 13 Ice Cream drive/social – (TENTATIVE), Ivy Leonard, social@ncr-pca.org
- 22-23-24 Zone 1 48 Hours Watkins Glen, Watkins Glen, NY, <http://zone1.pca.org>
- 23 NCR AX # 2, Fort Devens, MA, Joe Kraetsch, autocross@ncr-pca.org
- 25-26 CVR DE at Watkins Glen, Watkins Glen, NY, <http://www.cvrpca.org/cvrhome.php>

## JULY 2007

- 1-5 PCA Parade, San Diego, CA, [www.pca.org/parade](http://www.pca.org/parade)
- 6-7 Porscheplatz at ALMS, Lime Rock, CT, [www.americanlemans.com](http://www.americanlemans.com)
- 10 Board Mtg, location: Common Man, Concord, NH, Miriam Dunster, president@ncr-pca.org

...continued on page 5



## We Make Owning a Porsche Easy.

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'06 Cayman S Seal Grey/Black Leather Special P6102	\$62,070
'06 911 C2 Cabriolet Seal Grey/Black/Grey Leather Special P6123	\$92,670
'06 911 C2S Coupe Atlas Grey/Sand Beige Special P6159	\$89,005
'06 Cayman S Carrera White/Sand Beige P6170	\$73,055
'06 Cayenne S Caron Red/Stone/Steel Grey P6173	\$60,350
'07 Cayman Cobalt Blue/Stone/Steel Grey P7001	\$57,485
'06 Cayenne S Titanium Iceland Silver/Black/Steel Grey P6217	\$69,880
'06 Cayman S Black/Black P6189	\$70,180
'07 Boxster Carrera White/Sea Blue P7012	\$53,790
'07 Boxster S Midnight Blue/Stone Grey P7011	\$68,900

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**PORSCHE**

**...continued from page 3**

- 13-15 UCR DE, Calabogie with Upper Canada,  
<http://www.pcaucr.org/site/home.jsp>  
20-22 NCR/CVR/NER DE, Mt Tremblant , [www.cvrpca.org](http://www.cvrpca.org)  
22 NCR AX #3, Fort Devens, MA, Joe Kraetsch,  
[autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)

**AUGUST 2007**

- 12 NCR AX # 4, Fort Devens MA, Joe Kraetsch,  
[autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)  
14 Board Mtg, location: Common Man, Concord, NH, Miriam  
Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)  
17 NCR DE Advanced, NHIS , Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)  
18-19 NCR DE, NHIS, Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)  
18 NHIS Charity Laps and Track Samplers, NHIS, Paul Tallo,  
[charity@ncr-pca.org](mailto:charity@ncr-pca.org)  
18 Rally, ending at NHIS for laps and dinner, Don Johnson,  
[rally@ncr-pca.org](mailto:rally@ncr-pca.org)  
18 Trackside Dinner, NHIS, Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)  
25-26 Porscheplatz at ALMS at Mosport, Ontario, Canada,  
[www.americanlemans.com](http://www.americanlemans.com)

**SEPTEMBER 2007**

- 6 NCR DE, Lime Rock, CT, Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org)  
7-8 Metro DE, Lime Rock, CT, <http://www.metronypca.org/>  
11 Board Mtg  
16 NCR AX # 5, Fort Devens, MA, Joe Kraetsch, [autocross@ncr-pca.org](mailto:autocross@ncr-pca.org)

**OCTOBER 2007**

- 9 Board Mtg, location: TBD, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)  
11-14 PCA Escapes, Daytona Beach, FL, [www.pca.org](http://www.pca.org)  
15-16 NCR DE, NHIS, Paul Frucci, [drivers-ed@ncr-pca.org](mailto:drivers-ed@ncr-pca.org),  
20-21 Weekend Get-Away, Balsams, Dixville Notch, NH  
(TENTATIVE DATE), Ivy Leonard, [social@ncr-pca.org](mailto:social@ncr-pca.org)  
21 Shrimp Boil Rally, Don Johnson, [rally@ncr-pca.org](mailto:rally@ncr-pca.org)  
28 Shrimp Boil Rally, (Back-up date), Don Johnson, [rally@ncr-pca.org](mailto:rally@ncr-pca.org)

**NOVEMBER 2007**

- 10 Banquet/Party, Annual Mtg and 30th Anniversary Party (TENTATIVE  
DATE),  
location:, New England Center TBD, Durham NH, Ivy Leonard,  
[social@ncr-pca.org](mailto:social@ncr-pca.org)  
13 Board Mtg, location: TBD, Miriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)  
16-17 Zone 1 President Mtg, Latham, NY, Mioriam Dunster, [president@ncr-pca.org](mailto:president@ncr-pca.org)

## FROM THE DESK TOP



Tracey Levasseur - Editor

---

As I write this in the middle of March Mother Nature has really pulled a fast one on us here in New England. She's dumped more snow and cold on us in March than in January. There was a week long cold snap where it struggled to get into the double digits here in southern Maine. It was too cold to venture outside even if I wanted to (which I did not!). Then suddenly she let loose her grip and the record cold gave way to a record warm day of 70 degrees. How strange it is to walk through snow when the air is in the upper 60s! I'm sure many of you had no snow by that time but my backyard up on the mountain still had at least a couple inches. The warmth was not only melting it but drying the deep mud which is so plentiful this time of year Maine gave it its own season.

For those of us who place our fair automobiles in winter storage, days like that tug at something deep within us. It's a hard feeling to explain in words. We get anxious, like those last days before school let out for the summer. Our brain races to make plans: call the insurance company, renew the registration, pull out the garden hose and pail and buffer and towels.... Then we start hallucinating about those warm summer days ahead of us as we crank the tunes, open the sunroof or drop the top and let the wind rush by our ears (notice I didn't say whip through our hair!) as jealous pedestrians stare

with mouths agape. There aren't too many things in life that compare to that!

Suddenly I'm rudely awakened. No, it's not the alarm going off at 5am on Monday morning. But it's close! That lovely 70 degrees was followed shortly after by a late winter snowstorm, dumping 8 inches of that white mess in my yard. The banks along the street grew back, the lawn disappeared again as quickly as my plans to set the trickle charge on my car battery and then move it out of its hibernation place. It got cold again and although it was within days of the first day of spring it felt like the calendar had flipped back two months. Drat! Well you know the saying "if you don't like New England weather, wait a minute." I guess I should just be patient because eventually it will be 70 degrees every day and the top will be down and I can participate in club events without worrying if it's going to be cancelled on account of snow. But I can't help but think that Mother Nature played a cruel, early April Fools joke on us car nuts.

If this month's *Northlander* seems a little thin, my apologies. It appears as though my assistant editor David Churcher has butchered the budget. This is a man who has a reputation as a machine designer and can work to a ten-thousandth of a millimeter but cannot hold a budget within \$10,000. And now he has brought




his skills to NCR. After a couple months of using almost the entire 2007 budget, Treasurer Pete Peterson pulled back the reins on “Sky’s the Limit” Churcher.

Maybe I’m being a little harsh on David. That could be because I’m under a lot of pressure now that he’s decided to move a little further away. Let me explain. David met Agnes a few weeks ago. She is an Australian emu farmer and has a station on the eastern border of Western Australia. The station is just out beyond the town of Black Stump. David will return to Australia in May to work the station with Agnes...who he describes as being a true blue Aussie and a bonza sheila. ??

In that part of the country there is a lot of dust and when the Bunyips make their weekly trek on Tuesdays to the water hole it stirs up the dust so bad that everyone has to stay indoors all day. David will devote Tuesdays to editing for *Northlander*. Gee, thanks.

The dust is so bad it clogs the cooling vanes of a Porsche engine so his car is not going to Australia with him. The environment is no good for a 911. David will no doubt be seen driving Agnes’ pale blue BMW M3 coupe around the town of Black Stump. Crikey!


Golf /  
Scenic Drive /  
Shop /  
Dine /  
Fishing /  
Hunting /



## 2007 NCR Get-Away Weekend

### The Balsams Resort Dixville Notch, NH October 20-21, 2007

[www.thebalsams.com](http://www.thebalsams.com)



North Country Region is looking to establish an annual weekend resort trip to enjoy a beautiful New England drive and the amenities of the many fine resort areas.

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

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

- Golf - as part of this package, enjoy \$ 20 greens fees! (normally \$ 70) at the award winning championship golf course.
- A large outdoor heated pool sits lakeside. Additional activities at the waterfront include ballroom, basketball, volleyball, horseshoes, croquet, bocce and shuffleboard. There is also a poolside cabana bar for a refreshing mid-afternoon treat.
- Lake Gjerette - a sparkling, 32-acre spring-fed lake which can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast. (Note - jackets are required for "gentlemen" for dinner.)

Options - make the weekend what YOU want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We'll have a group leaving Nashua area and meeting more folks in the Portsmouth area for a drive up Rt. 16. Midway stop in North Country for shopping and lunch. Return trip down Routes 3 and 93 with a meal stop in the Woodstock/Lincoln area. We will coordinate detailed plans with the final list of folks that sign up. The resort will also accommodate folks who would like to add an additional night to their stay.

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

We have a block of rooms set aside, but we must firm up a number quite early. Contact [nsix@ncrpa.org](mailto:nsix@ncrpa.org) by April 30, 2007 to receive the registration form. You'll register directly with the Balsams, but you must get an NCR list first.

# FROM THE PRESIDENT



## Ivy Leonard - President

---

Wow, write the April President's Message is what I was told I had to do. I hadn't been given much time to do so nor was I prepared...I can't believe this happened to Miriam.

I am shocked she cannot perform these duties. We will miss her for sure. I guess that is what the VP is for, right? To fill in on a moment's notice!

As we all hope for spring to dust off the Porsches and get them back on the road, I myself with all its problems have driven OMAS944 all winter (I might need to re-name her old faithful). Thank goodness for a relatively mild winter!

It seems just a short time away for all NCR members to join in on upcoming events whether it is a social, DE, Autocross, Rally or even just a dinner or two. Remember as we all have heard so many times... it is not about the cars it

is about the people.

So let's continue to make 2007 a safe and happy one. Miriam, I hope to see you out in the 944 at one of our upcoming events this spring and summer. If not best of luck to you from us all. Sure hope this guy is worth it.

Cheers,

Ivy Leoaprilfools

# THE STARTING GRID



## Lisa Roche - Membership

---

### **New Members:**

David C. Boyle	Atkinson, NH	1991 911
Gregory C. Dollarhide Kristina Dollarhide	Hampton, NH	2001 Boxster
David E. Livingston Jacob M. Wile Brenna Leveille	Laconia, NH Peterborough, NH	2004 911 1987 944

### **1 Year:**

James Corcoran Lynda Bruslett	Barrington, NH	1976 911
Robert J. Finlay	Peterborough, NH	2004 911
Ronald G. Pound Nancy Pound	Portsmouth, NH	2005 911
Donald Prouty Jean Prouty	Concord, NH	1978 928
Michael G. Raymond Denise Raymond	Amherst, NH	2000 Boxster

### **2 Years:**

Bobby Baker Dena Baker	Brentwood, NH	2005 987S
Frank Flanagan Judith Flanagan	Pelham, NH	2002 Boxster S

David W. Grondin Justin Grondin	Rochester, NH	1987 911T
Christopher K. Lund Andrew Lund	Portsmouth, NH	1987 944T
David S. Lipman Edward Lipman	Cambridge, MA	1977 911S
Michael Satzow	Claremont, NH	2004 Cayenne
Mert Yildizhan	Manchester, NH	2005 Cayenne

**5 Years:**

Mark E. Moore Rebecca Moore	Weare, NH	1984 944
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**10 Years:**

James J. Komiak Frances S. Mulchy	Merrimack, NH	1984 928S
John Ktistes Patricia Ktistes	Gloucester, MA	1993 911C2
Robert Kivela Wanda Kivela	Piermont, NH	1978 930
Lisa Roche	Leominster, MA	1989 944
John B. Vander Sande John F. Vander Sande	Newbury, MA	1989 911



# TRAVELS IN GERMANY WITH PCA SAN DIEGO REGION

Keith Verlaque

---

I have been a Porsche fan since I was a teenager and have been fortunate enough to own three 911s. In the back of my mind, I have always wanted to get a chance to go to the factory in Stuttgart and see where these great machines are made. I had even got as far as looking into one of the most common trips to Germany that included a factory tour and was interested to see that you got to drive a Porsche in Germany for a couple of days. This piqued my interest, but the overall cost always seemed prohibitive.

Two years ago at PCA Parade, I was talking to a couple I had met by the name

of Mark and Tina Trewartha and they told me about a trip that they were putting together driving through Germany for ten days in rented Porsches. The destinations they described sounded really interesting and included a tour of the Porsche factory in Stuttgart. The thought of having a 997 for ten days and getting to tour the factory got me really interested and I was eager to find out more.

I broached the subject with Martha, my significant other, and as she is also a Porsche fan with her own Porsche, she was interested in doing such a trip.



*Taking a break at the top of Susten pass in Switzerland*



*The early morning view of Lindau harbor and Lake Constance from our hotel room*

In fact, she asked me why I had been dragging my feet in making the decision to go.

We got a lot more information from Mark and Tina and they invited us to come to the last group's post trip get-together so we would get a better idea of what these trips were like. We decided to go and we got to see lots of pictures and videos of the trip and heard numerous stories about how much fun it had been. Needless to say, that night we signed up to go on the next tour.

The thing that appealed to us most, was that with hotels, breakfasts and most evening meals taken care of, and each car having an onboard navigation sys-

tem, you were free to visit what ever you wanted during each day, be it a castle, a museum, a particular town or the twisty mountain road of your choice. Having the navigation system eliminated any concerns about being lost in a foreign country where we were far from fluent in the language.

The more we thought about it the more this appealed to us because this meant that although our itinerary was organized such that the group visited a few predetermined sights, for example, the Porsche factory,

the RUF production facility, Neuschwanstein Castle (the one Disneyland is modeled on), for the rest of the trip we would go exploring and meet the group for dinner each evening.

With ten months to go, we decided we wanted to plan our trip. We started buying books on things to do and sights to see in Germany. We even plotted our scheduled hotel stays on a map and started researching what sights there are between hotel A & hotel B. Gradually, we got a good understanding of things we wanted to see each day and were able to add a little more meat to our itinerary. It was actually fun deciding, for example whether we wanted to take the cable car to the top of the Zugspitze – the highest mountain in the German Alps or to drive the Deutsche Alpen Strasse, which is the German Alpine road internationally acclaimed as being one of the best driver's roads in Ger-



*Neuschwanstein castle with its commanding view over the lake and surrounding countryside*

many ..... after all, we would be in a 997 Carrera S which is all about the driving experience.

Mark and Tina arranged a group get-together one month before we were due to leave, which gave us a chance to meet some of the group that we would be traveling with - including some who had been the year before and enjoyed it so much that they were going again. It was a great evening, we met some interesting people from different walks of life, all with enthusiasm for our upcoming trip as a common denominator.

At the get-together, Mark and Tina gave each couple a personal trip binder with a more detailed itinerary including a day-by-day schedule with an approximate timeframe for each part of the trip. There were plenty of free days with nothing organized except cocktails and dinner at the hotel that evening which enabled us to work our plans in nicely.

Finally, the date for departure arrived and, as is often the case, there was a last minute rush to get everything taken care of before we left.

We took Tina's advice and packed light, as we knew that everything we took would have to fit in a 997 and we wanted to be comfortable while traveling.

We had our maps and guidebooks and a list of useful phrases in German (which we never needed) ... we were ready!

The trip itself was everything we had hoped for and much more. I decided not to try and summarize all the things we did as a brief article couldn't possibly do justice to the amount of enjoyment and fun that we had. Instead, I decided to list, in no particular order, ten memorable moments that remind me of some of the truly great experiences we had with Autobahn Adventures.

- Ten days driving a Porsche 997S on the autobahn, through the beautiful countryside of the Black Forest and on the twisty Swiss alpine passes
- Touring the RUF facility and seeing the first new RUF RK Coupe being prepared for road testing
- Listening to an orchestra in concert in the main hall of Neuschwanstein castle
- Riding the cable car to the top of the Zugspitze and viewing the alps from the observation deck
- Looking out over Lindau Harbor and seeing the sunrise over the mountains across Lake Constance
- Driving the Deutsche Alpen Strasse in a 997S on a beautiful clear sunny day
- Sitting down to dinner and finding out where everyone else had been that day, telling them where we'd been and then discussing all our ideas for the next day and

planning to travel with others we met

- Going on a VIP tour of the Porsche factory with lunch in the Casino and then previewing the new 997 GT3RS
- Viewing the ancient walled city of Rothenburg from the top of the church tower in the market square

### **In Conclusion**

If driving a new Porsche through some of the most beautiful countryside in Germany and Switzerland, staying in 5-star hotels, eating gourmet food and enjoying fine wines, being able to go wherever you chose on any given day and meeting up for dinner each evening, is your idea of a great vacation, then you owe it to yourself to experience a trip with Autobahn Adventures.

[www.autobahn-adventures.com](http://www.autobahn-adventures.com)



*The team outside Porsche Zentrum - the factory dealership in Stuttgart.*



# INTERVIEW WITH DR. DIETER ESSIEHSNELLUB THE SCHNEIZENTEIT 911-V8

---

***Northlander***

Dr. Essiehsnellub, tell us about your company. What lead your company in to the business of Porsche upgrades?

**Dr. Essiehsnellub**

My great grandfather started our business many years ago, in the Black Forest region of Germany. Our original business was very successful. We made cuckoo clocks and they have been exported all over the world. These clocks are high performance, and high revving, clocks.

***Northlander***

Amazing. But isn't it a giant leap from cuckoo clocks to racing engines?

**Dr. Essiehsnellub**

Natürlich. But we have succeeded. By paying infinite attention to details we have made the Schneizezeit V8 upgrade to a Porsche a reality and light years ahead of our competitors.

***Northlander***

But surely the added weight of a V8 and its accessories in the back end of a 911 chassis is a problem. No?



*The 6-8 induction system*



*VLSI computer system for mixture and suspension adjustments*

**Dr. Essiehsnellub**

Nein. We have borrowed a trick from Porsche, used in the 1970s, by adding lead weights under the front bumpers to balance the polar moment of the car. It works very nice.

**Northlander**

But does this added weight cause other dynamic issues?

**Dr. Essiehsnellub**

Nein. We borrowed an idea from a French Formula One team and added a balanced-mass-damper. This takes some of the horizontal vectors and uses them in a vertical plane to produce a very stable car ... without electronics.

**Northlander**

Amazing. Can we get more details?

**Dr. Essiehsnellub**

Natürlich. We have a press release next April.

**Northlander**

Dr. Essiehsnellub, we see the familiar two by three branch manifold on the motor. But it connects to a V8. How is this?

**Dr. Essiehsnellub**

We borrowed an idea from the Americans. Progressive carburetion. We feed a mixture in to the manifold which is known as a Guzinder. This Guzinder mixes the fuel air to a proper stoichiometric ratio and then the mixture goes in to the eight cylinders.

**Northlander**

Amazing. Can we get more details?

**Dr. Essiehsnellub**

Natürlich. We have a press release next April.

**Northlander**

We see under the motor a large ... ah ... oil pan. This looks like a Detroit wet sump. Is it?

**Dr. Essiehsnellub**

Nein! That is a device known as the Guzunder. It is there to collect fluids from above and to direct them to proper processing point.

**Northlander**

Guzunder? Sounds like a British device. Is it?

**continued on page 21 ....**

## DRIVERS' ED



Paul Frucci - DE Co-chair  
Bob Pickul - DE Co-chair

---

As I write this, registration for the 2007 DE season has been open for 4 days, and the activity has been fast and furious on our website! Comments have been very positive on changes for the 2007 season. Thanks for the support.

As you read this, registration is open for our “away events” and Calabogie on the Upper Canada Region (UCR) web site and for Watkins Glen and Mont Tremblant on the Connecticut Valley Region (CVR) website.

In order to facilitate the registration process with UCR, since we have not run with them before, their registration system has been pre-populated with all of NCR’s DE participants along with the appropriate run group information (including instructors, for those of you concerned). For the system to recognize you, make sure you register using your name exactly as it is entered into the NCR system.

In other news, at our “In the Heat of the Summer” event in August, we will be doing something different on Saturday evening for dinner. We will have what I hope will become a tradition in the form a trackside Pig Roast and Barbeque held outside in the NHIS paddock area. NCR will also be holding a Rally the same day which will terminate at NHIS and we will make this an NCR Social event as well. There will be a cash bar at the track and BYOB will also be allowed. In addition, camping at the track is available

for those interested. It should be a great time!!! Plan on being there! Signup is on the website in the DE registration area.

Last month we featured Calabogie Motorsports Park as the “away” track of the month. This month I’d like to get you all psyched to come to Watkins Glen for our joint event with CVR on June 25<sup>th</sup> and 26<sup>th</sup>. Matt Romanowski has penned an article titled “Home away from Home” talking about how he likes to experience his time at the Glen which follows this column. Matt does a great job communicating how comfortable it is to spend time in Watkins Glen, whether it is at the track, or enjoying the surrounding area and all it has to offer.

For those of you not at all familiar with Watkins Glen International, I offer you the following brief history, courtesy of the NASCAR web site:

A Short History of Watkins Glen

Law student Cameron Argetsinger dreamed of bringing European style competition to the village where he spent his summer vacations. He drew up a challenging course that encompassed asphalt, cement and dirt roads in and around the village of Watkins Glen.

The dream became reality on Oct. 2, 1948. For five years, the top names in American sports car racing visited the small village and huge crowds came out to watch them race.

Competition moved to a temporary

course in 1953, and 2.3-mile permanent circuit was built in 1956. The following year, The Glen hosted its first professional race, a NASCAR Grand National stock car event won by Buck Baker over Fireball Roberts.

The circuit itself was expanded in 1971, as the 1970s brought a wide variety of competition to The Glen, including the Can-Am, Trans-Am, Six Hours, Formula 5000 and CART IndyCar Series. Race winners included many of the top names in international motorsports, including Mark Donohue, Mario Andretti, Jody Scheckter and Bruce McLaren.

Alan Jones' victory in the 1980 United States Grand Prix at Watkins Glen marked the close of an era. Financial difficulties led to the Watkins Glen date being dropped from the Formula One schedule and as a result, the bankrupt track closed following a CART race in 1981. Over the next two years the track fell into disrepair, hosting only a few non-spectator SCCA weekends.

Corning Enterprises, a newly chartered subsidiary of Corning Glass Works, purchased the track in early 1983 and formed a partnership with International Speedway Corporation, forming Watkins Glen International. The Glen reopened on July 7, 1984, with Al Holbert, Derek Bell and Jim Adams winning the inaugural Camel Continental at the renovated facility. On Aug. 9, 1986, fans witnessed Tim Richmond's triumph at the return of the Cup Series.

In 1991, Terry Labonte won the first NASCAR Busch Series race at The Glen, beginning an impressive streak of four wins in six years, including three consecutive wins from 1994 through 1996. His three-year win streak ranks him with other Watkins Glen three-time

winners: Formula One ace Graham Hill, sports car drivers Al Holbert and Derek Bell and Cup driver Mark Martin.

The 1992 season saw a major reconfiguration of The Glen's back straightaway. The addition of the Inner Loop increased the length of the long course to 3.4 miles and the short course to 2.45 miles. The new turns enhanced competition while adding quality spectator viewing.

In 1997, International Speedway Corp. became sole owner of the historic road course, exercising a stock option buy-out of Corning Incorporated. The sale completed Corning's mission of rebuilding the racetrack while revitalizing the Southern Finger Lakes Region.

Now that you have had your history lesson, I offer this short tour of driving the track:

From the end of the pit lane you plunge down to one of the lowest points on the track at turn 2, before swiftly rising through the Esses where the lateral forces generated by your Porsche can be very exciting. A good sense of grip here is important as you then approach turn 4, because the barriers are very close; it's blind as you then thunder out onto the straight heading up to the Inner Loop chicane, known as the "bus stop".

On the Back Straight, slick-shod Cup cars hit over 150mph before the brakes are stomped on to go through the bus stop. Turns 5 and 6 blend into a lazy reverse 'S' that dips down like a rollercoaster through the Chute to the lowest part of the track, known as the Toe – it's at the pointy end of a complex called The Boot. From Toe it's Uphill, literally, where all the torque and traction

you have will work to your advantage. You need both those attributes again through tight turn 8 and technically challenging turn 9, beyond which you can pick up a good amount of speed in a very short distance along the straight to turn 10.

You need to use all the track width through turn 10 and then a little touch of the brakes on the entry to turn 11, which puts you back onto the start/finish straight. Then as you start around again, you will experience turn 1, The Ninety, another rollercoaster of a corner that

demands lots of grip and plenty of confidence in the handling of your car. Then you get to go around this beautiful 3.4 mile road course again.

Whew! All I can say is it is an awesome track, and my absolute favorite.

That's it for this month. As always, if you have any questions or comments, please email Bob Pickul and me at [de@ncr-pca.org](mailto:de@ncr-pca.org).

Thanks!

Paul Frucci

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photo: Barb Talbot

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over bridge; 1st LEFT onto Industrial Park Drive; after bend, #89 on right. WELCOME.

...continued from page 16

**Dr. Essiehsnellub**

It's an old principle of fluid collection. But we did not borrow it from the British. German guzunders are better.

*Northlander*

The electronics package you have opened for our viewing is rather large. Is this an LSI package?

**Dr. Essiehsnellub**

It is VLSI. It is very complex. We have made an algorithm to manage many factors including: air:fuel, altitude, throttle position, tire side load, toe-in, toe-out, and thumbs up.

*Northlander*

What is the road performance of the 911 conversion?

**Dr. Essiehsnellub**

Fantastiche! We have tested on the A5 Autobahn at the Darmstaeder Kreuz on Sunday mornings. In der Porsche Alley!

*Northlander*

Is this the only testing?

**Dr. Essiehsnellub**

Nein. We have been to Nuerbergring Nordschliefer to chase with der RUF.

*Northlander*

Nuerburgring? And what time did the Schneizezeit make at the 'ring?

**Dr. Essiehsnellub**

07:04:01. Natürlich.



**NEXT MONTH IN *NORTHLANDER***

Hank Cowles went to Amelia Island to play golf and found a car show. Fantastic photographs!!

# ZONE 1 TECH TACTICS MARCH 3, 2007 FARNBACHER LOLES

Jack Saunders

This edition of tech tactics was held on March 3, 2007 in Danbury, CT with the great advantage of having the tech sessions at the premier Porsche preparer, Farnbacher Loles. There we got the added bonus of viewing GT3s, etc., being prepared for high performance for street and track.

I consider tech tactics an important component of the overall care and full appreciation of my Porsche's performance potential. And when you couple this with the great opportunities for socializing with likeminded Porschephiles provided by the hospitality and banquet

segments of this event, I consider it a great return on my investment of time and money. In my case, I thought it was important enough to attend this session that I risked driving my front wheel drive Volvo through the biggest storm of the season. Though the storm punished me with a spin-out, I managed to rendezvous with my NCR caravanners, comprised of Hank Cowles, Bob Futterer and Ivy Leonard (who were also delayed by the storm) in time to make the hospitality session at Farnbacher Loles at 7:00 PM. (See David's photo #4, which shows other caravanners plus NCR past president Steve Gratton.)

**continued on page 35 ...**



*Happy people. NCR people.*



# LOOKING BACK

## Judy Hendrickson

---

We continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10<sup>th</sup> year:

30 Years Ago (Volume 1, Number 4)  
April 1978

April's issue introduced our Region Badge. It was designed by Tim Bent who was an NCR member in exile in Connecticut at the time. Tim is still a PCA member and in Connecticut, but a member of CVR now. Tim would provide some great artwork in the early days of our region. The issue was jam packed with articles and news of events – a full 36 pages plus cover. The treasury had grown to \$92.78, Our VP and Secretary had moved and failed to renew their membership. Replacements were nominated and voted in – Andy Kuerti – VP and Dick Currier – Secretary. From the minutes it was not clear whether they knew they were nominated or not ahead of time.

There was an interesting promo article for a Tech Session to be held at President Michael Grishman's shop, Pine Hill Automotive (now Foreign Intrigue). He was opening his facilities to all members to bring their cars, tools and parts to do minor maintenance/repair on their cars. Help and technical assistance would be provided. Start time was 1 PM and at 5 PM all work was to end for a short business meeting and then outdoor (weather

permitting) picnic. Wives/girlfriends, kids and implements for outdoor games were welcomed for the after hours picnic and fun. How simple life was. Can you imagine the liability that would entail today? And today's new cars – what could you do? I just got back from the 2007 Zone 1 Tech Tactics where the info on the new cars is that essentially there is nothing the owner/maintainer can do anymore. I guess that's progress?

The announcement for open registration for the 4<sup>th</sup> Annual Zone 1 48 Hours of Watkins Glen had some interesting stuff in it. Notarized waivers were required for adults to get into the Glen. Children needed two waivers. Spaces to get into the Glen were allotted to the Zone 1 Regions based on PCA membership records as of 12/31/1977. NCR was recorded as having 36 members and 12 slots. Total Zone 1 membership was 1275 and a total of 308 drivers would be allowed to register for the Glen. Chief instructors were the late Gil Meyer (NER) and Mile Caldwell (then of NER, I think he lives in Vermont now, but not sure if he is still a PCAer). The couple of sentences about instructors clearly show how far we have come in our instructor program.

“There will be 2 classes of instructors this year: the regular instructors that can

northlander<sup>in</sup>  
volumes 1 number 4

april  
1978



drive cars as well as ride in them, and also there will be riding only instructors who will not be allowed to drive a student's car, but will be able to ride and give instructions. This second group will be able to help out especially towards the end of the day when the regular instructors will have become weary and need relief."

The entry fee for the Glen that year was \$32, non-refundable.

### 20 Years Ago

There was no April issue in 1987. In fact, the only issues were a January and March issue. I guess the region was having some problems at the 10-year point.

### 10 Years Ago (Volume 20, Number 2 (April/May 1997))

The April/May issue was 32 pages of interesting articles and for me a trip down memory lane with respect to some long time advertisers and service from some familiar folks in NCR. Let's start with the New Member List: 3 new members with 2 I recognize as still being around and present at events now and then – Bob Kivela

and Jim Komiak. In the long time advertiser category are PartsHeaven, Meister Restorations, Precision Imports, Exotech, Stibler Associates, Lavallee/Brensinger, Harry Dean Robinson, Foreign Intrigue and Ayer European Auto Restoration. In the service department are current President Miriam Dunster serving as newsletter editor (and a fine job she was doing), current chief instructor Bob Tucker and web guru serving as membership chair, current treasurer Pete Petersen serving with wife Linda as DE and club race committee chairs and Don Johnson then and now rally chair.

continued on page 26 ....



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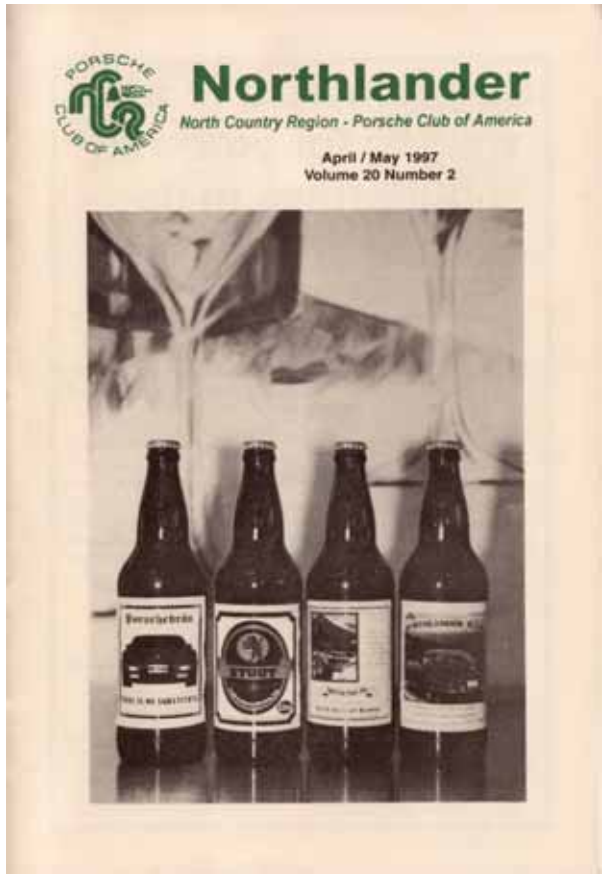
... continued from  
page 24

There were some great articles on several tech sessions (Foreign Intrigue assembled a top end engine rebuild on a 3.0 911 engine, having done the bottom end the previous year). Precision Imports presented a session on Motronic engine management systems and Talbot's Automotive hosted a Track Tech session geared toward first timers thinking about doing a track event.

There was a very interesting report on NCR's brewers. Seems a group organized by Dick Minesinger visited IncrediBrew in Nashua and brewed up a number of custom beers, 6 cases in all, to be shared

amongst the group. Brands included Old Northlander BTB (Bath Tub Brew) – an Oatmeal Stout, Porschebrau – a Honey Brown Ale, Free Flow Ale – Old Fortress Ale, Stout – Knucklebone Stout, Special Pale Ale – an India Pale Ale, and Turn 10 at the Glen “The Official Beer of Oversteer” – a Scottish Ale. From the article and the pictures it was a great time – maybe it should be repeated sometime?

Pete and Linda reported on their early April event at Lime Rock – a snow covered infield, but bare track. Linda reported the early morning sun on that glistening snow the first runs of the day was just WEIRD!



Let's hope we don't see a repeat of that in our early spring events this year. The centerfold was the registration flyer for NCR/Metro NY's joint event at NHIS June 23/24. Fee was \$150 for 2 days and dinner on June 23 or \$80 for one day (no dinner). The fee for dinner only was TBA.

The President's column (Fred Bruch) described a nice car collection to be found near the Yankee Candle Factory off I-91. I wonder if it is still there? (Editor's note: Yankee Candle sold the

continued on page 34 ...

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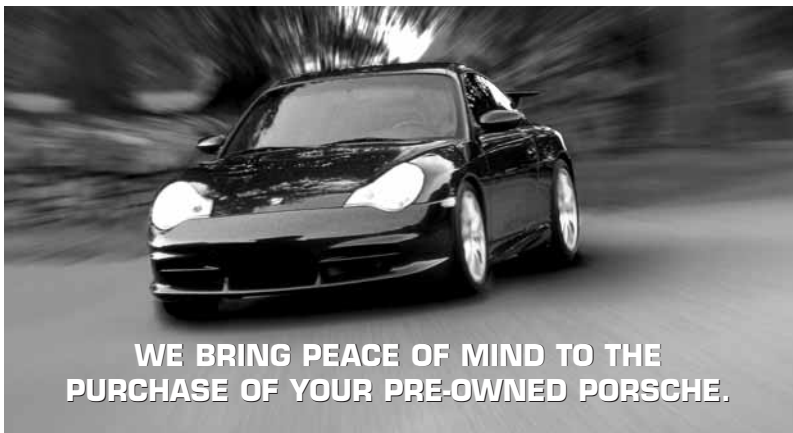
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## TECH SESSION NUMBER 2

### Jay Gratton - Tech Chair

---

I think the biggest fear for any new Porsche owner is finding out after they get it home that their dream car is actually a clunker. You always hear stories of people who buy an older 911 that looked good on the exterior, later find out the engine is on its last legs or they put a screw driver through the floor pan while working on it. If only they had been better informed by someone who knew what to look for when buying an older 911. Good thing that North Country Region was treated to a tech session by Corey Jacques and Rich Albanese of Sports Car Workshop in Arundel, Maine.

Corey and Rich had a 1973 911T with a CIS 2.4 engine on display for us to go over. Corey started off talking about how older 911's are becoming harder and harder to find in original condition because so many are bought and turned into RS replicas or bought for racing, get gutted, caged and get a 3.6 liter motor dropped in it. Because these cars are getting harder to find, a lot of their parts are expensive and rare as well. Parts such as an original dash that is crack free are very expensive, new carpeting is not as bad if you can do it yourself and



*Jack Saunders takes copious notes on the 911 "secrets" revealed by Corey and Rich*



headliners are inexpensive, but are very difficult to install.

As with any older Porsche, rust is the ultimate enemy here. Just because a car has good paint, the under carriage might be full of rot and holes. This can also get expensive since good body panels are getting harder to find as well. It is important to look for rust around the front and rear windshield, in the fenders, the front pan, both front battery boxes and the gas tank which can rust out from sitting too long.

Many of these older 911's have engine issues you might need to look into as well. It is very common to find a car with rusted out heat exchangers and Corey recommends purchasing stainless steel ones as replacements. Leaking gaskets

are also a common problem and it is a good thing, especially in the case of the valve cover gaskets, to have them replaced. Rich and Corey suggest checking the engine mounts and belts to make sure they are in good condition. Rich says an update that is a must on 911's is the Carrera chain tensioners and the pop-off valve. These updates will help prolong the life of your older dream machine and keep it on the road for many years to come.

North Country Region would like to thank Corey and Rich very much for opening up their shop for us. Please consider Sports Car Workshop when it comes time to service your car, buy your next Porsche or parts. Visit their website at [www.sportscarworkshop.com](http://www.sportscarworkshop.com) or call them at (207) 985-6661.



*Rich shows a self made tool for reaching in to difficult spots.*

## TECH SESSION NUMBER 3

### Jaime Gratton

---

I'd like to quote one of my favorite movies, Kindergarten Cop (this must be read in an Arnold Schwarzenegger voice), "Today we are going to play a game. It is called who is your Daddy and what does he do." On February 24<sup>th</sup>, we traveled up to Meredith, New Hampshire to the Harley Davidson dealership. My dad, Brad Davidson, is the service manager and he helped Jay set up the tech session. I know what some of you are thinking, convenient that his last name is Davidson, well his standard response is "I'll let you figure out if I'm related or not!"

A group of about 10 of us got to the shop at around 10:00 and we met in the customer lounge. My dad introduced himself and told a little bit about what he does at the shop and what we were going to see. The first stop on our tour was the sales floor with Craig Simpson. We were shown all of the different types of motorcycles and told who would fit on which bike the best! Our next stop was in the general merchandise department. Melanie and Jon gave us a great demonstration of all of the clothing necessary to have a safe ride on your motorcycle.



*A Harley on the dyno*

The last stop on our tour of the facility was the service department. We got to go upstairs where the bike inventory is kept. It was rows and rows of all the bikes the shop keeps that people can purchase and it was a great site! After we got to see all of the bikes we went



*A Harley head. A work of art*

downstairs and watch a Screamin' Eagle V-rod on the dyno machine. The techs, Timmy Alexander and Mark Johnson, loaded up the V-rod and started the test. For those of you that didn't know, Porsche helped design the engine for the V-rod. This bike is able to do about 90 mph in second gear, so when it got on the dyno machine and Timmy sat on it and brought it up to speed, that motorcycle was really loud! I don't know what sounds better at 10 o'clock in the morning, a Porsche engine or a Harley engine. When the print out came out from the dyno test, all

of the men from the group hovered over the results, especially Bob Pickul! After the dyno test was over we walked to another section of the service department and saw parts of some of the engines that were taken apart. Mark, who is a master technician, told us a little bit about what they are able to do in the shop and he showed us the 1942 Servicar that he had the privilege of working on.

After the tour was over we drove next door to Hart's Turkey Farm and had a very delicious lunch together. So in



*Red on black... so nice*

answering Arnold Schwarzenegger's question: My dad is Brad Davidson, he's the service manager at the Meredith Harley Davidson and he has a pretty cool job.



*Our happy gang, at lunch; Hart's Turkey Farm*

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**... continued from page 26**

cars in its museum and opened their home furnishings store in the vacant building in 2002). It supposedly had 60+ cars including brass era cars, American classics of the 50's, muscle cars and a nice variety of European marques including some nice Ferraris. He reported the Porsche selection slim, but it did feature a 356 Speedster previously owned by Jerry Seinfeld.

That's it for April. Next month May, but seeing how there were no further issues in 1987 beyond March and 1997 was an April/May issue, the column will be

limited to a report on the May 1978 inaugural year issue.



*Twins ... at FambacherLoles shop*

**... continued from page 22**

Other NCR members who braved the weather to attend this great event were: Charley Christ, Judy Hendrickson, David Churcher and Abe Anderson.

Now, going forward, what transpired at this tech tactics marathon of events was well worth the risk. There was a list of topics presented at 4 stations spread out through this cavernous facility so several could be presented simultaneously. To give you a sample of the valuable information conveyed by these highly qualified, professional presenters, here are a few highlights of the several sessions I attended.

**Direct Fuel Injection** by Bernd Hemminger of Porsche AG. A new engine for the Cayenne uses Direct Fuel Injection design to cut s.f.c., emissions, weight, frequency of maintenance while increasing power and life. These significant improvements are accomplished

by injecting fuel directly into the combustion chamber (a la the diesel engine). This engine also features a special multipressure lube pump driven by a wobbleplate.

**911 Race Motors** by Bruce Anderson. The evolution of Porsche's 911 race engines was outlined by featuring component improvements in response to failures. An example of the simplest part used throughout engines which may cause serious failures is the bolt/stud joint. Reasons: poor joint design (not allowing sufficiently for thermal differential expansion) and/or wrong assembly practices such as incorrect torquing control. This also applies to mounting wheels for which we're all responsible. See photo (Dave's #7) showing Jack "talking torque" to Bruce Anderson.

**National PCA Technical Committee Chair** - Tom Charlesworth. Tom gave us the benefit of his years of professional experience.  
**continued on page 37 ...**

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*Lunch is served*

**continued from page 35...**

sional Porsche maintenance experience, which contained vital admonitions that will help us “manage the maintenance” and should not be delegated away to a garage (unless, of course, it’s the Farnbacher Loles shop). Here are examples from the many mentioned:

- Since PCA has the most Porsche information in the world, use our website to get answers to your maintenance questions.
- Increase frequency of oil/filter changes and flush—not just drain—clutch master slave cylinders every 2 years; change spark plugs every 15K miles.
- Oil specs: use international IPI (which specifies zinc and phosphorous content) versus API which is less specific.
- Most importantly the WEB has changed the Parts World for the Worst, i.e. China and other foreign sources don’t meet the specs or quality that US and Western Europe

live to. For example, be sure the oil filter you buy has its check valve oriented correctly to avoid starving the engine in cold weather. So - buyer beware of bargains and consider the source!

**National Tech Committee - 911 (1989-2007)** by Joel Reiser.

Another benefit of attending Tech Tactics accrues to members like me who is in the market for an old C4 (so I can drive it through NCR’s snowy winters). Members have access to experts like Joel Reiser who can help optimize selection of the many candidates. Fortunately Joel gave a real hands-on show explaining parts he held in his hands like (a) the C4 torque shaft which was very heavy; (b) various clutch options such as an old dual flywheel type weighing 35 lbs versus a 12-lb aluminum one in a 3 plate clutch. The 1996 C4 has the improved single flywheel and single disc with a full 360-degree clutch plate; (C) sample of a broken clutch shifter; and (d) broken transmission casing bolts due to high G-impact forces.

**continued on page 39...**



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... continued from page 37

**National Tech Committee - 944 Maintenance** by George Beuselinck. The histories of 944 Series 1 and 2 were quickly sketched before George shared his intimate knowledge of all things 944 so each owner could customize his or her car by selecting the improvements from a detailed list of options. Here are a few examples that might be appropriate for your or my 944:

- Upgrade the suspension with beefier sway bars and off-the-shelf struts and shocks to give a little edge at the track.
- Weight reduction - for track - remove carpets, replace sport seats with lightweight Ricaro race seats and remove all non-essential items.
- New, somewhat sticky track tires plus a balancing and re-alignment.

**National PCA Round Table** led by President Prescott Kelly:

- Key to PCA effectiveness = Volunteers
- PCAnational club offers training and assistance to regional volunteers



*Questions ... and answers*

- PCA priorities include (a) maintaining good insurability, (b) attracting advertising for *Panorama*, (c) finding sponsors for PCA events
- Some tentative 2008 national event dates were released, including:
  - Parade at Charlotte, NC starts June 29
  - Great Escape in the Poconos, September 28-30
  - Rennsport 4 at Daytona, in November

The technical sessions were capped off with a contest on the details of the “Direct Fuel Injection” system - just to see who was paying close attention. Despite my notes I failed to win.

After absorbing the tech tactics all day, the NCR contingent was more than ready for a relaxing evening at the hospitality and banquet phase, held at our hotel, the Ethan Allen. After interesting conversation with old and new PCA friends and a sumptuous meal followed by an entertaining speaker, we capped off this outstanding event by repairing to the dance/bar room where we fraternized until closing.

We all had such a great time, that I think I’ll take the advice of Betty Tremper, the hospitality hostess, and bring my wife Olivia (who was kind enough to type this article) to the next tech tactics event.

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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)

Happy Motoring  
Jerry Pellegrino

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



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# AUTOCROSS



## Joe Kraetsch

---

The 2007 NCR Autocross season is almost here! We have six events scheduled this year including our first one at NHIS in Loudon, NH:

Sunday, April 29 <sup>th</sup>	NHIS
Saturday, May 26 <sup>th</sup>	Devens
Saturday, June 23 <sup>rd</sup>	Devens
Sunday, July 22 <sup>nd</sup>	Devens
Sunday, August 12 <sup>th</sup>	Devens
Sunday, September 16 <sup>th</sup>	Devens

Our member survey indicated that many members do not come to the autocross events because of the distance so we are trying one closer to home at NHIS. If this event is successful, we will offer more events there next year. The remainder of the 2007 events are at the Moore Airfield in Devens, MA.

We are looking for potential autocross sites. If you know of a large open paved area (without a lot of light poles, medians, parking blocks or other obstructions) and you know the owner or someone who can help us get in, please let us know about it.

The first autocross is Sunday, April 29<sup>th</sup> at NHIS. This is the day after the NCR Car Control Clinic at the same location. This is a great opportunity for the CCC students to practice their new skills and for the rest of us to get the winter cobwebs out.

When you arrive at NHIS, you will stop at the registration building adjacent to the main entrance at the track. Here you will register, sign the PCA Insurance waiver and sign the track waiver. The NHIS autocross course will be in the large parking lot on your right (the “M lot”) as you enter the NHIS site. The paddock or pit area will be the middle lot across from the entrance to the tunnel. This is where you will park, empty your car, change tires, etc. Tech will be on the access road between the two lots. Your car will be left in the paddock area until your run group is called. You will then bring your car *via the rear access road* to the staging grid at the back of the M lot.

We have several other changes this year to make NCR autocrosses better than ever. Among the changes is a new class structure including indexed classes for the Improved and Modified. We will have the indexed classes for Strict Stock and for non-Porsches again this year. The Strict Stock Class is for basically “stock” Porsches of any age on street tires. The indexed classes use the PAX system to account for performance differences between classes. The Production Classes have been redefined to reduce the number of classes while providing fair competition within each class. We are adopting the PCA Parade Com-

petition Rules with a few local supplements. Finally, we are counting your best run from each timing session. Your score will be the combined time, minus penalties, from your best morning run and your best afternoon run. For more information, please see the autocross pages on our website.

Online Registration is now open for all autocrosses. Registration is \$30/event online or \$35/event on-site. You may sign up for all six events for \$150/season. This is a savings of \$30 off the online price or \$60 off the on-site cost.

We are looking for sponsors for our autocross events. Sponsorship helps keep the event costs down and provides a number of benefits for the sponsor. Please contact Matt Romanowski or Joe Kraetsch for more information on autocross sponsorship opportunities.

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*Another glimpse of the Northlander May issue*

# NCR TECH INSPECTORS



## Edgar Broadhead - Safety Chair

---

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

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

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

### **Some interesting websites:**

[www.isaacdirect.com](http://www.isaacdirect.com),

[www.simpsonraceproducts.com](http://www.simpsonraceproducts.com),

[www.hmsmotorsport.com](http://www.hmsmotorsport.com),

[www.schrothracing.com](http://www.schrothracing.com)

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

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

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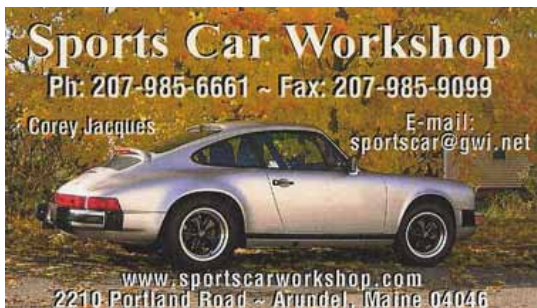
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\* Indicates number of times ad has appeared.

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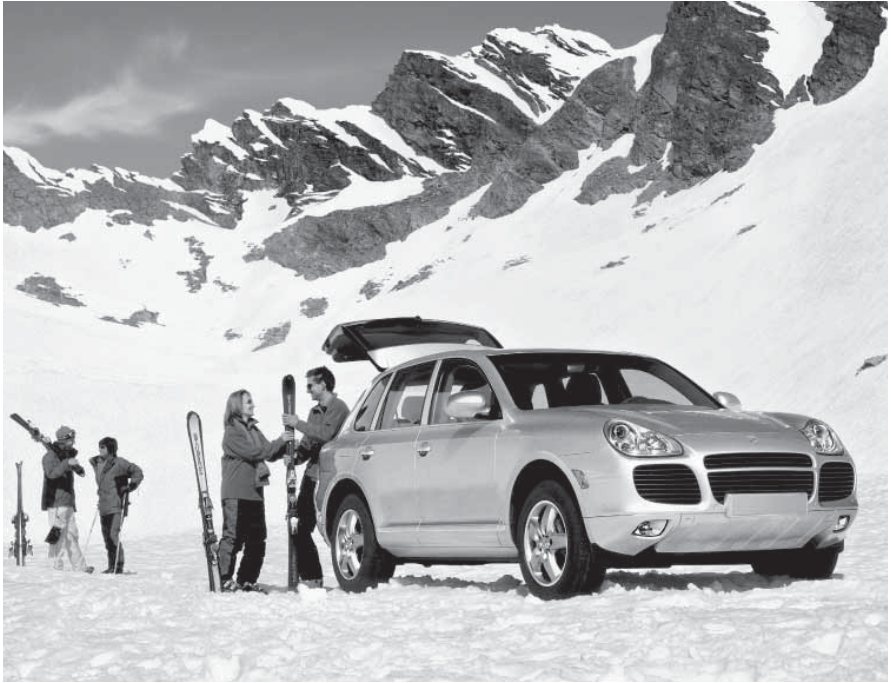
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