

NORTHHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXX number 8
August 2007



IN THIS ISSUE:
DON JOHNSON AT PARADE
MATT ROMANOWSKI AT LIME ROCK



Passion.



PORSCHE
DOVER
AUTO WORLD



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Dover, New Hampshire 03820
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NORTHLANDER

North Country Region Porsche Club of America
Volume XXX Number 8 August 2007

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Statement of Policy

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NCR-PCA CALENDAR

AUGUST 2007

- 12 NCR AX # 5, Fort Devens MA, Joe Kraetsch,
autocross@ncr-pca.org
- 14 Board Mtg, location: Square Pond, Me,
Miriam Dunster, president@ncr-pca.org
- 17 NCR DE Advanced, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18-19 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18 NHIS Charity Laps and Track Samplers, NHIS, Paul Tallo,
charity@ncr-pca.org
- 18 Rally, ending at NHIS for laps and dinner, Don Johnson,
rally@ncr-pca.org
- 18 Trackside Dinner, **PIG ROAST**, NHIS, Paul Frucci,
drivers-ed@ncr-pca.org
- 25-26 Porscheplatz at ALMS at Mosport, Ontario, Canada,
www.americanlemans.com
- 26 Car Show/Historical Tour, New London, NH Common
concours@ncr-pca.org

SEPTEMBER 2007

- 6 NCR DE, Lime Rock, CT, Paul Frucci, drivers-ed@ncr-pca.org
- 7-8 Metro DE, Lime Rock, CT, <http://www.metronypca.org/>
- 11 Board Mtg, location: Common Man, Concord, NH,
Miriam Dunster, president@ncr-pca.org
- 16 NCR AX # 6, Fort Devens, MA, Joe Kraetsch,
autocross@ncr-pca.org

OCTOBER 2007

- 7 Car Show/Tour, Budweiser, Merrimack, NH
concours@ncr-pca.org
- 9 Board Mtg, location: TBD, Miriam Dunster,
president@ncr-pca.org
- 14 Stratham Car Show, Stratham Hill Park, NH, Miriam Dunster,
president@ncr-pca.org
- 11-14 PCA Escapes, Washington DC area, see www.pca.org
- 15-16 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org,
- 20-21 Weekend Get-Away, Balsams, Dixville Notch, NH
Ivy Leonard, social@ncr-pca.org

...continued on page 5



Do we need to remind you that these will go fast?

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PORSCHE

New

'06 Cayenne S Titanium Edition	Iceland Silver	P6222	\$56,900
'08 Cayenne S	Light Olive	P8011	\$69,365
'07 Carrera S Coupe	Arctic Silver	P7048	\$88,820
'06 Cayenne Turbo S	Black	P6219	\$91,900
'07 Cayman S	Cobalt Blue	P7001	\$52,920
'07 Boxster	Black	P7084	\$46,460
'07 Cayman	Guards Red	P7076	\$49,400
'07 Boxster S Tip	Midnight Blue	P7011	\$64,995
'07 911 Carrera Coupe	Black	P7069	\$78,900
'07 911 Carrera Cabriolet	Guards Red	P7016	\$87,900
'07 911 Carrera S Cabriolet	Arctic Silver	P7090	\$102,250
'07 Cayman	Basalt Black	P7079	\$48,900

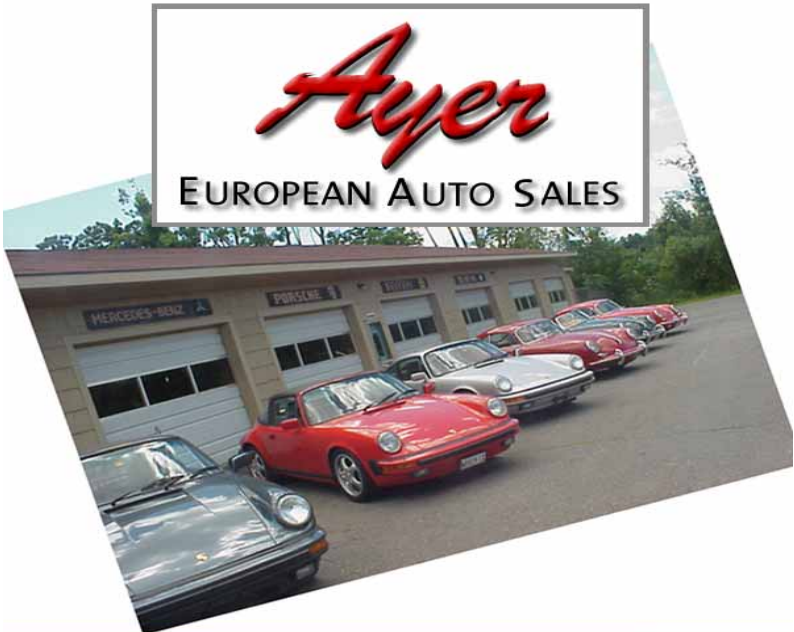
...continued from page 3

NOVEMBER 2007

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

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

www.ayereuropeanauto.com



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The logo is circular with "EUROPEAN" at the top, "Ayer" in the center, "SINCE 1958" above "Ayer", and "AUTO SALES" at the bottom. "Credit, All-ESU" is written in a smaller font below "Ayer".

FROM THE DESK TOP



Tracey Levasseur - Editor

As co-editor it's my job to proof read all submitted material so I get to read up on all the club's social and track events even if I'm unable to attend. I'm happy to report that most NCR events have been well attended and some non-NCR events have also been well represented by our members. But if you haven't been able to make an event yet don't worry as there are still many left on the calendar and some more that social chair Ivy Leonard has brewing for as yet to be announced dates.

One event I recently attended was the ice cream social. Timing is everything, and I believe a combination of fine weather and a Friday evening date brought over 25 Porsches to this event. AX chair Joe Kraetsch reported 57 drivers at the June event. Paul Frucci, freshly returned from several DE events in Canada, commented on how many NCR members drove up to all those events.

While it is great news, there are always some of us who want more. There are 400+ members in this club but events only draw a maximum of 50 or 60. How could NCR try to break a club record of most members in attendance at a single day's event? After all, NCR turns 30 years old this year and if you've been following Judy's "Looking Back" articles you'll know just how far this club has come.

Well 3 event chairs have gotten together to plan what is hoped to be the event of the year, the attendance record breaking day of NCR's history: the Trackside Pig Roast on Saturday, August 18. The genius of this event is that the actual pig roast dinner is at the end of a long day of other events. The morning begins simultaneously in Loudon and Portsmouth, New Hampshire with DE and a rally respectively. At noon in Loudon the Make-A-Wish Charity Laps will start on the NHIS track as the DE group breaks for lunch. The DE resumes after the Charity Laps as the rally group meanders through the country roads of New Hampshire on its way to NHIS. Finally after all events are finished the pig roast dinner should be served around 6pm.

That day's DE is a 3-day event starting Friday, August 17th with a DE Advanced Day, then the 18th and 19th are open to all. For information on this event contact DE chair Paul Frucci at drivers-ed@ncr-pca.org.

The Make-A-Wish portion of this event is a 2-part activity. For \$25 each you can either participate in the Charity Laps or the Track Sampler. PCA members or guests of PCA members may take their vehicles on the NHIS track for a session of Charity Laps or for an even more thrilling experience an instructor will go

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FROM THE PRESIDENT



Miriam Dunster

Hello Everyone,

It is amazing that we are past the half way point of the year! I have enjoyed the summer weather, how about you? This has been just what I would have ordered since I am not a fan of the warm, humid, stagnant days; I know, they are usually referred to as the hot, hazy days of summer. They go against the image I have associated with New England weather. On the other hand there have been plenty of days this past month that demonstrated the old saying that goes something like this; if you don't like the New Englander weather just wait a minute. How come it is not always to the better? It never seems to be what we want so why can't Mother Nature grant the wish expressed by the masses.

Well, it was one of those crazy New England days this past month that initiated action from me. The morning had plenty of sunshine, a good temperature with a pleasant breeze; it would be a great day for a drive with the windows down. So I decided to use the 944 for the commute that morning only to be surprised when the day changed dramatically to a torrential rain shower. After navigating through plenty of puddles in the parking lot to arrive at my car I noticed how neglected the paint surface was. The rain appeared to be sticking to the surface not running off or beading

up like it should have been. So during the drive home I tried to remember when the last time the car had received a good waxing. The answer shocked me.

So what do you do when you realize you haven't personally waxed your car and the people you hired in the past were no longer in that business, you call in the most knowledgeable reinforcements that come to mind, which is exactly what happened.

I made a call to Judy Hendrickson, she has been a winner of multiple concours. I didn't think there would be anyone else who would consider sharing their depth of knowledge with a rookie and I needed a hands on session to boot. If you are not familiar with her cars they all look like they were just delivered from Germany. Some are even older than me! Judy graciously agreed to share her knowledge at the best location, her garage. If the weather changed before we finished we could just pull it in and have plenty of workspace to finish the task at hand. The date was decided, it would be the day after the 2nd autocross. Great! I wouldn't have to worry about hitting any cones because any tar or grease exchanged from them would be removed during the cleaning the next day.

continued on page 41...

THE STARTING GRID



Lisa Roche - Membership

New Members:

David J. Claypool	Pelham, NH	2007 Cayman
Charles A. Contarino Anthony Contarino	Hampstead, NH	2007 Cayman S
Terry L. Wilder	Keene, NH	2007 Boxster
Frank J. Wilich	Bethlehem, NH	1989 911C4

Anniversaries:

1 Year:

Michael T. Azure	Henniker, NH	1978 911SC
Stephen A. Koukias Robin Koukias	East Kingston, NH	1997 993
Domenic Steinbrueck Patti Steinbrueck	Bedford, NH	2002 Boxster S
Mary Noyes John Noyes	Holderness, NH	2002 911

2 Years:

Mary F. Nutter Charlie W. Nutter	North Berwick, ME	1987 911
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Michael A. Chambers Denise Chambers	Atkinson, NH	1991 911T
Erich L. Gaddis Sanglim Gaddis	Hudson, NH	2005 Boxster S
Stephen J. Jacobson Vickie Jacobson	Spofford, NH	2003 911
Steven Stavropoulos Diane Stavropoulos	New London, NH	1986 928S

5 Years:

Gerald S. Carter Tracey Levasseur	Shapleigh, ME	1986 944
Robert J. Decolfmacker Tricia Decolfmacker	Dover, NH	2002 Boxster
Bob Giegerich R. J. Giegerich	Londonderry, NH	1989 911
Thomas W. Spencer Linda Spencer	Westminister, VT	1987 944S
Duane Cromwell Mandy Cromwell	Groton, MA	1995 911

AUTOCROSS

Joe Kraetsch



It's hard to believe that half of the autocross season is behind us. Our third NCR Autocross on June 23 was another great event. We had a good turnout in spite of a conflict with the Zone 1 DE event at Watkins Glen. (A couple of my staff members even deserted us to head to the Glen.) We had 57 drivers including ten invited guests—mostly from the BMW club and a couple from SCCA and the Renegade Miata Club. The weather was cool and beautiful but a bit windy at times. Lisa said that at one point, the wind was blowing the laptop across the table!

I want to thank everyone who registered online for this event. Online registrations save the registration staff a lot of typing the morning of the event and help me do preliminary run group splits, work assignments, etc. We had 54 online registrations. Of those, 47 showed up and 6 informed me ahead of time that they would not be coming. We had only 10 on-site registrations. Remember, you can register online and still pay at the event. In return, we only ask that you inform us if you cannot make it to the event.

We had an excellent course laid out by NCR member John MacDonald with help from Renegade Miata Autocross Chair, Rob MacAlpine. The course had some interesting and fun elements that we had not seen before. Once again this course

was challenging but easy to follow—my idea of a great course, but the best measure is the feedback I hear afterwards. Everyone, from novices to experts, loved this course.

Anyone who has autocrossed less than a year and has never won a first place NCR trophy may enter our new Novice Class. We had a lot of novices—12 entries in the Novice class plus two more in the non-Porsche class. Quite a few of them were first time autocrossers. For some time, I have wanted to do more for our novices to make them feel welcome, to help them get started in our sport and to inspire them to return. Creating the new Novice Class this year was a first step but it was just a start.

Prior to this event, I recruited Mark Schnoerr to be our Novice Captain. Mark held a novice meeting and a guided course walk before our regular drivers meeting. Then, with the help of John MacDonald and our guest instructors from the BMW club, Mark made sure that our novices got proper instruction throughout the day. I believe every novice left with a grin on their face but none with a bigger grin than Mark's. Thank you, Mark for taking on this important role and doing such a wonderful job. I predict that every one of these novices will be back!

We had a couple close races. In the Strict Stock Class, Steve Ross held a half second lead over Fred deNapoli after the morning session and although Fred had the fastest single run in the afternoon, it wasn't enough to overcome Steve's morning lead. By NER rules, Fred would have won but we count the best morning run and the best afternoon run. Production 6 was also a close race with Chris Ryan leading after the morning session but Bob Canter was able to come from behind in the afternoon to take the win. It's fun watching these two guys. They are so closely matched and that close competition is helping both become better drivers. Porsche FTD goes to Mark Schnoerr driving a 997 GT3 while Sigrid Schnoerr took top PAX in the Team Schnoerrmeister 914.

It was a big day for Team Schnoerrmeister who also had Sigrid's eleven year old nephew, Florian, visiting from Germany. Although Florian did not speak much English, he helped us post timing slips all day. Florian was not impressed with all the Porsches. It seems they have a lot of them in Germany but his eyes lit up when he spotted Dave Porter's Dodge Viper. After the event Dave was generous enough to give Florian a spirited ride in the Viper—a ride that would leave Florian smiling for a long, long time.

I came across an awesome presentation on the internet titled *Autocross School Introduction* and with the authors' permission have posted a link to it in the Autocross News section on the NCR autocross Page. This presentation is full of great information for all autocrossers. Check it out.

Our remaining autocross schedule is:

Autocross #5
Autocross #6

Sunday, August 12
Sunday, September 16

North Country Region Porsche Club of America

Summary Results - NCR Autocross #3 - 2007-06-23

Strict Stock (PAX indexed Class)

				Time	PAX
1	S7	Steve Ross	2000 Boxster	163.421	132.371
2	S7	Fred deNapoli	2007 Cayman	163.612	132.525
3	S7	Suzy Ascher	2000 Boxster	174.861	141.637
4	S7	Judith Hendrickson	1995 993	179.382	145.299
5	S2	Miriam Dunster	1987 944	186.772	146.616

Production 1

				Time	PAX
1		Tom Tate	1958 Speedster	179.504	141.628
2		Richard Towle	1958 Speedster	180.750	142.611

Production 2			Time	PAX
1	Joe Kraetsch	1989 944	165.392	134.298
2	Lisa Roche	1989 944	167.502	136.011
3	Yan Alperin	1986 944	180.153	146.284

Production 3			Time	PAX
1	Sigrid Schnoerr	1974 914B	157.715	129.641
2	Oliver Lucier	1974 914	161.374	132.649

Production 4			Time	PAX
1	Neil Halbert	1990 944S2	171.439	141.951
2	Jack Saunders	1990 944S2	213.106	176.451

Production 5			Time	PAX
1	Georges Rouhart	1993 968	169.083	140.000
2	Gerry Fitton	1981 911SC	182.243	150.897

Production 6			Time	PAX
1	Robert Canter	1984 Carrera	171.681	142.151
2	Chris Ryan	1984 911 Carrera	172.403	142.749
3	Jeff Johnson	1987 911 Carrera	183.563	151.990

Production 7			Time	PAX
1	Gregory Osche	2001 Boxster S	159.023	133.261
2	John Leach	2000 Boxster S	166.240	139.309
3	Jack Kelly	1995 993	184.445	154.564

Production 8			Time	PAX
1	Ted Shaw	1999 996C2	168.533	142.916

Production 9			Time	PAX
1	Mark Schnoerr	2007 997GT3	154.267	132.361

Improved (PAX indexed Class)			Time	PAX	
1	I6	Charles Stromeyer III	993 twin-turbo	154.350	132.432
2	I1	Peter Baldauf	1967 912	166.591	139.270
3	I3	Stephen Smith	1983 944	170.884	145.764
4	I2	Robert Rosenblum	1989 944 Turbo S	187.313	158.279

Novice (PAX indexed Class)			Time	PAX	
1	P3	John Mcpartlan	1987 944 S	174.634	143.549

2	S2	Michael Moushen	1986 944	184.358	144.721
3	P9	Dave Grant	2007 GT3	168.801	144.831
4	S9	Stephen Lefebvre	2007 GT3 RS	176.895	146.646
5	S8	Brian Cooner	1999 911	181.329	148.689
6	S7	Mary Chevalier	2006 Boxter	187.767	152.091
7	P6	Ron Juozokas	1986 Carrera	190.714	157.911
8	P6	Todd Coon	1985 911 Targa	191.103	158.233
9	P6	Mike Juozokas	1986 Carrera	195.855	162.167
10	M5	Philip Rudnick	1985 911	198.521	172.316
11	P6	Diane Coon	1985 911 Targa	210.734	174.487
12	P8	Lesia Shaw	1999 996	215.176	182.469

Top Times Of The Day

RawTime	Mark Schnoerr	154.267
PAX	Sigrid Schnoerr	129.641



Autocross #4, July 22, 2007 was very, very hot. See our web site for results and photos. More photos and stories in the September issue of Northlander.

FROM THE VICE PRES.



Ivy Leonard - Vice President

It did not take me long to realize in our Porsche group it is not about the cars but about the people. The People! Special People!

Don't get me wrong...because the cars are superb, beautiful, and sleek looking pieces of machinery for sure!

It was May 5th 2007, and I was meeting a small group of Porsche owners at McDonalds Restaurant in Newington NH. We were all headed for the same place. Queechee VT. Here at McDonalds we met for our departure for the special Spring Tour Don and Sandi were so kind to put together. If I remember correctly there were three meeting places and ours was one of them. Not only did we meet there I was in charge of waivers being signed and cars being checked. This all went without a glitch as I introduced myself to the gang.

Ok...now it is time to depart for our destination of Queechee VT. So with great excitement we all jumped in our cars and started our engines for the departure. Well...that is except for me! As luck would have it, my car did not start. I thought what could have gone wrong in a few seconds or was this some sort of joke. It was no joke...the car was dead.

I then signaled to the car next to me to hold, as something was wrong with my car. (Did I mention I only owned this car for a week or two.)? Everyone proceeded to get out of his or her cars to see what was wrong. We began asking other people in the parking lot for jumper cables because heck it is a trust worthy Porsche...why would any of us need them...

No luck...not a one. I then told the rest of my group, "I do not want to hold you up, you all go ahead and if my car runs I will meet up with you later". This is where the statement it is all about the people not the cars comes into play.

The answer to me from the group was ...we are not leaving until you can join us. (*Meaning me...they wanted to wait for me*). Wow was I touched...not only did they wait for me but they went to buy a set of jumper cables to start my car. It just gave me such a warm feeling inside to know that nothing was more important to them than my safety and attendance in this GROUP event. A half hour late (sorry about that Don) we were eventually on our way and not another problem with my car. You see...I had never met these people before that day and somehow we became close friends. Like we had known each other for years. I thank you all.

DRIVERS' ED

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



Here we are at the beginning of July and we have two DE events under our belt, and many of us are packing up for back to back events at Calabogie and Mont Tremblant. So far, at least for me, it has been an awesome DE season.

I just got back from five days at Watkins Glen where I was able to log 860 track miles! The Zone 1 48-Hours event was 3 days (including an instructor-only open track day where Tom Harris and I played tag all day together and drove 260 miles), and our joint event with CVR was two days right after that. Ten days back home for some much needed maintenance and I'm back out for 6 days at Mont Tremblant and 3 days at Calabogie in a two week period. As my wife Lindsay likes to say, this is my summer of way too much driving!

NCR was well represented at the Glen and I think for those who had not been there before it was a pure blast to experience such a fast track for the first time. Our North Country contingent included Fred Bussiere, Ivy Leonard, Hank Cowles, Mark Watson, Paul Tallo, George Rief, Tom Harris, Mike Eisenberg, Brian Arenstam and Tony Gargano.

At the Zone 1 event, our own Ellen Beck was there for three days and taught the National Instructor Certification course on Friday. It was great to see her again on the track and hang out a bit. By the way,

Ellen will be conducting the course again at NHIS at our August event on Friday the 17th for those instructors who would like to get nationally certified.

This year was the first time that NCR has sponsored an event at Watkins Glen, and I believe that this will provide a good foundation for increasing levels of participation every year going forward as word gets out what a great time it was.

As you read this, it should be early August. Don't forget our Pig Roast and Barbeque at NHIS on the 18th! This is a good chance for not only DE fans to get together after a long day on the track, but in addition, a rally event will be held that day ending at the track and there will be Charity Laps at the end of the day for those who want to take their Porsche or daily driver out for some parade laps. It will be BYOB and you might want to bring some lawn chairs for relaxing. It should be a great club social.

Our Lime Rock Fun Day is only a few weeks out after that on September 6th, and NY Metro has two days right after ours, so there is a chance for three days at Lime Rock. What could be better?

As always, Bob and I welcome your comments and suggestions. Please feel free to reach out to us at de@ncr-pca.org.

See you at the track!

LOOKING BACK

Judy Hendrickson

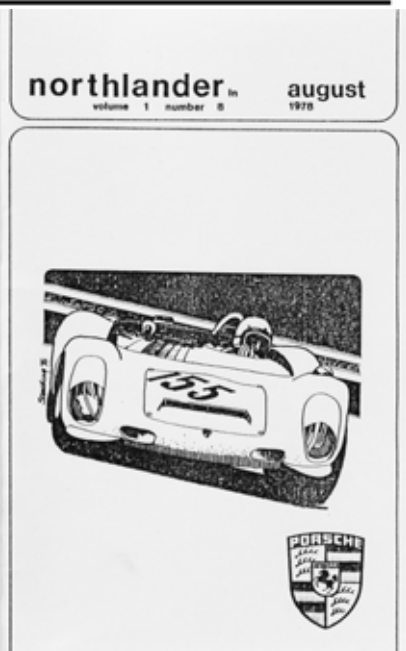
We continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10th year:

30 Years Ago

(Volume 1, Number 8) August 1978

The August issue had several good articles: about new member Dick Currier (still a member) and an article by Dick about his experience at the 48 Hours of Watkins Glen. In reading about his Glen experience, I'm reminded of simpler times – he didn't need advance reservations for a room and despite spinning several times his instructor stayed with him to the end. As Dick described it the Glen was a totally different experience than Bryar (now Loudon/NHIS) or autocrossing. Some things don't change.

The editor, Jim Smith, was musing about the difficulty of coming up with topics month after month, but finished with a discourse on the disappearing art of "The Flash" – the habit of Porsche drivers flashing their headlights when meeting another Porsche in transit. We old heads still lament this lost art. The President, Michael Grishman, was lamenting the poor member support for the autocross program as well as the lack of membership growth for the new region. Guess we were slow bloomers.



Finally, there was an interesting promo for an August event hosted by Hudson Valley Region at the Thompson Motor Speedway in Connecticut – a 2 day time trial. Open only to Zone 1 members it was to be a team competition (each region to enter 5 cars). I don't know of anyone who uses that venue any more and time trials are pretty much limited to California so far as PCA is concerned these days.

20 Years Ago

There was no July 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.

A PARADE 2007 STORY



Don Johnson

Note:

Pictures of all the events discussed here and more can be viewed on my WEB page:

www.pbase.com/maus/pp07sd

Back from San Diego and the 52nd Porsche Parade—we have only missed two Parades since our first in 1970 which was just down the Road in Newton Mass (a Boston Suburb on the Charles River for those



Sandi makes friends with a famous Frenchman...Mnsr. Bibendum.

who don't get out much). We dropped little Heather off at her Great Grandmothers in Sanbornville (a suburb of Wolfboro) and spent a great week in Newton – we were forever hooked and a true Porscheophile cannot attend a Parade without getting hooked. We still see people that we first met in Newton. This was the third Parade in San Diego – the first was an all out extravaganza. PCNA (it may have been Porsche Audi in those days) chose the Parade to launch the 928. We were at Sea World and we had the entire park for our exclusive use (it was smaller then) but after dark everyone gathered around the large fountain in the center of the park. Then the 928 was raised out of the water in the middle of spraying water, colored lights etc.

But I digress – back to 2007 – driving time to San Diego AND the ridiculous price for gasoline (turbos like to suck gas) made driving impractical with our schedules so we flew good ole Southwest and rented a Hyundai — arrived on Saturday too late for registration, but we handled that early Sunday. Registration is unique with our group – it takes a whole ballroom because there are so many activities and each of these has a station to visit – one for the banquet tickets and the banquet seating on and on; then you get your goodie bag as you leave – different every year, this year was

continued on page 20....

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Spaulding Turnpike, exit 8W; RIGHT at lights onto Rte.9/Littleworth Road;
over bridge; 1st LEFT onto Industrial Park Drive; after bend, #89 on right. WELCOME.

a small wheelie bag that could carry a variety of stuff including cold or hot drinks etc. Ours has been very useful.

Then we hit the Goodie store – Mostly apparel this year, but they did have a car badge this year and a friend of ours was very anxious to acquire one – so we handled that.

That evening was the Welcome party – Brats and sauerkraut and a lot of fun seeing old friends.

Monday it was necessary to take busses to the Concours site – it was a park on a military installation – lots of nice looking cars — a very nice collection of historic Porsches, both street and race cars. Nearly every model and variation could be found if you looked hard. After the Concours box lunch we headed back to the hotel for the Rally Worker Orientation. Our team has been together for several years and we were manning check point #1 this year. But first there was the Concours Awards banquet at the convention center attached to the Hotel. Peter Porsche (a very loyal attendee) was introduced and there were short addresses by Prescott Kelly and Peter Schwarzenbauer, PCNA, and Jens Puttfarcken PAG. Awards were given for the Region of the Year, Family of the Year and Enthusiastic of the Year. In addition the Zone Rep award went posthumously to Lanean Hughes from Maverick Region.

The trophies were done by a local glass blower and looked to me like brightly decorated glass vases. Very pretty. Giving out the awards took the rest of the evening which was shortened because a number of National awards were delayed

continued on page 23



The bungalows. Oh, yes... a Porsche.



Rally. Leaving Checkpoint #1.



550 Spyder ... um, an Elva too?



Nice ... Speedster.



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Sandcastle competition.



Day at the Concours.



Is that Heidi?



Half-pint Turbo.

...continued from page 20

until later in the week – Our MC, Mark Shevitz, a close friend of ours, did his usual great job. Normally the cars are shown on the screen as they announced, but there was some problem.

We were up at 5:15 the next morning to get to the Rally start, collect our equipment and the rest of our crew. We then followed the equipment truck to our check point, which was number one and located adjacent to a park in Chula Vista. We had our tent and a cooler with lunch and lots of bottled water. Set up was completed quickly and we were ready for the first car well ahead of time. Since we used the same team and technique last year in Portland our routine was all worked out – fortunately the timing clock we were issued was the same model we were used to working with. The cars came through in a steady flow – We only had one surge that strained the system. By 10:30 AM we had timed 125 cars and were packing up – this, to me, was a very disappointing number – in the past with smaller Parades we have had 250 cars. Of course the problem is that Rallying has disappeared from Region activities and members get to a Parade and don't know what a rally is – to make things worse, they go on the Rally get lost and frustrated and never try it again.

Back at the Hotel we turned in our paper work and lined up for the Ice Cream social — a tradition for unwinding after retuning from the Rally – lots of ice cream and all kinds of toppings – around the pool.

We made frequent trips to the Hospitality room, well done this year – nice big room with lots of chairs and tables – some sort of refreshment was nearly always

available – coffee, Pepsi, water, rolls etc. We could always find old friends to chat with and there were a number of sponsors/vendors in the room displaying interesting products – but as I said it was a nice big room — no crowding – In the rear of the room were a bank of computers, about 10 nice new Sony's with bright LCD flat screens. Connected to the internet, everyone could keep up with Email and news. They also had a bunch of HP printers so one could print photos as you took them through the week.

After chugging several Pepsis it was time to take a bus to the Beach Party on North Island . Nice sandy beach – very fine sand, difficult to walk in, unlike the beaches in Maine and New Hampshire. When we arrived they were having the contests between PCA Zones, tug-of-war, then came the sand castle competition and finally the Frisbee contest. As the competition wound down the buffet lines opened for a full Mexican dinner –build your own taco station, charros and ice cream–etc. Rally awards followed dinner.

Wednesday was Autocross all day at the Qualcomm Stadium – They apparently ran 400 cars though the course – quite a schedule. We had time to hit the Goodie store, bought some gifts for friends; and the Art Show. Some people overlook the Art Show to their loss – there are some very talented people in PCA and many have their work on display – photography, painting, ceramics and great jewelry.

I spent some time in the morning attending a workshop on Club insurance – a lot of people don't realize that without the insurance that the Club pays for, we could not have events – Part of that

coverage involves the release that you sign at every event. Anyway we had an update on changes and new features in our policy.

After lunch it was back on the buses to go to Sea World. It was the 4th of July and the entire population of San Diego and its environs seemed to be in the park . The parade had a huge pavilion reserved for our Banquet, so it was a handy refuge from the mob. But we had a good time visiting the Penguins (cute) and the Sharks (mean looking) and the manatees (rather ugly but I'm sure other manatees are ok with it.) Dinner was a California version of barbeque; chicken, ribs, beans etc. Not exactly what we had in Kansas City, but we are spoiled. Autocross awards were given out and then it was fireworks time (4th of July remember). They were set up on barges just off shore and it was spectacular; we had a great vantage point so it was a great show.

Now it was time to sprint for the buses – that was a waste of energy—we were waiting for the buses for about 45 minutes. We could see them but they could not get through the thousands of cars also trying to get out of the park. Once we got on a bus it went pretty quick. We had a driver who knew what he was doing – he maneuvered us through the mass of cars and used back streets through the warehouse district to avoid the blocked freeways and we were back to the Hotel.

Thursday was the last day, unfortunately, they all go too quickly. In the Morning I took the tech quiz – which has evolved into a history and trivia test. And then we hit the Goodie store to pick up a few things at the Final Sale prices

A highlight is always the Volunteer lunch –this is a thank you to all the attendees who volunteered and worked at least two shifts during the week – it takes hundreds of workers to staff a Parade – the Rally alone takes 8 workers at each of 7 checkpoints plus equipment people, truck drivers, scoring people etc. This year was a brunch with a very nice buffet. There are always lots of door prizes, you need to keep your volunteers happy so they will return and work next year. Eight(8) sets of tires were given away – we won nothing – however we have won 2 sets of tires over the years. After brunch we started packing --return flight Friday morning – then it was time to get on the buses again.

This time the buses took us to the Aircraft Carrier USS Midway – named after the famous battle, of course. Many aircraft carriers were named after famous battles such as the Yorktown, but also Presidents, and I am not sure how the Wasp and the Hornet worked in there—but I am sure some Navy guy is going to clarify that.

The Midway is certainly one of the most unique venues we have had for a banquet. It was a lot of fun and very interesting – the Midway has a number of vintage aircraft on display, back to examples of the planes that won the battle of Midway. On the flight desk they had more modern jets – some from the Viet Nam era – there were displays and photos from the tours in the seas off Viet Nam.

A very nice dinner was served – we were seated on the flight deck, which is huge, surrounded by aircraft. After dinner the Tech Quiz awards were given out and we heard from Paul Gregor, PAG and Peter Porsche. Peter always has kind words for us.

The Charlotte Parade Chair (2008) spoke to us about how much we are going to enjoy Charlotte next year and then the last two traditions.

First was drawing the name of the winner of a trip to Germany, factory visit -, a Porsche to drive for the duration – all expenses paid — we didn't win. Then it was time for the Welsh Prayer – started many years ago by the late Mick Williams, a good friend of ours, and given now by Leonard Turner. Leonard is from Atlanta and has this great southern tinged soft voice that brings the prayer alive.

The bus trip was less traumatic this time and returned to the hotel in a timely fashion.

Friday morning we had breakfast with friends from California and discussed plans for Charlotte – will probably drive to Charlotte – a little over 900 miles.

It would be nice to see a big turnout from North Country at Charlotte. I am going to be recruiting checkpoint workers soon. I am helping the Rallymaster with the checkpoints. Please call if you are interested.

LIME ROCK 07 07 07

Matt Romanowski



The Porsche Spyder LMP2. Shades of the 917 perhaps.

The decision was really rather easy. Paint the garage on a beautiful Saturday or go to the American Le Mans Race at Lime Rock. Having thought about it for about .2 seconds, I loaded the 914 with a cooler, gathered the girlfriend, Xana, grabbed the camera and headed off. After a couple of stops, we were on our way to Lime Rock. ETA was 12 noon.

Proving that NCR members are everywhere and anywhere, we pulled up behind a pickup in Great Barrington with NH license plates. A quick look into the oversize towing mirror resulted in a waving Andy Plastaris looking back at me. Seems people are able to spot my bright green 914 just about anywhere!

Pulling up to the track traffic wasn't bad until we got to the main outfield entrance across the street from the church on the front straight. The top lot was full, so we ended up waiting in about 20 minutes worth of traffic to park at the regular entrance. It was quite a sight seeing thousands of cars mixed together. Vipers, Ferrari's, old Jags, Porsches, MGs (if those count as sports cars) all interspersed with street cars and pickups. I quickly got away from the parking directors and found a good end spot directly across from the entrance. We made a quick lunch and headed into the track at about 12:30.



The Dyson Porsche Spyder LMP2.

Walking in, it was really awesome. When you watch road racing on TV, you see stands empty and small groups of people. Well, walking into Lime Rock I saw the hillside by the lefthander full of people, the hill at the front straight full of people and the pits full of people. It was certainly nice to see a road racing event with major spectator draw proving that the sport we enjoy so much is providing strong draw with the general public.

Walking into the pits, we almost immediately ran into David Churcher taking some photos of the Dyson RS Spyders. It was my first time seeing the cars in person. Let me tell you – they are amazing. The carbon fiber chassis, the engine, the V8 engine, the suspension setup. Completely amazing.

After watching parts of the IMSA Lites race, we headed up to the hill, in by the left hander, to settle in to watch the main event – the ALMS race. Wiggling

through a lot of people, we were able to sneak into a good spot, gaining some shade from the smart people behind us who brought an umbrella. The excitement starts when you hear the cars starting and they begin to take their warm up laps. Slowly, almost one by one, all the entered cars begin to come around the track. Whaling Penske RS Spyders, the pounding GT1 Corvettes, the Dyson RS Spyders, the shrieking 997 GT3 Rs of Tafel, Rahal Letterman, the LMP2 Acuras and Lolas, the Panoz Esparante, and finally the almost stealthy quiet Audi R10 diesels. What a sight!

When the green flag drops, what excitement! First around Big Bend is the # 7 Penske Spyder with the #6 in hot pursuit! The Audis are fighting for position, moving up from their 7th and 8th starting positions. Further back, Porsches and Ferraris are battling for position in the GT2 class. After watching for a while, we decide to start heading around the track.

continued on page 29...

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Not a Porsche. Audi's R10...and worthy of much respect.

... continued from page 27

For those that are not familiar with ALMS racing, the races are based on time, not laps. The race at Lime Rock is a 3 hour endurance, so you have plenty of time to watch from different spots and get to see lots of action. We head back to the chicane, watching people seemingly jump the curbing, sometimes being 3 or more feet off the track! Heading back, we watch cars zoom through West Bend barely braking. Cutting through B paddock, we headed over to the downhill, watching cars shoot onto the front straight. After a little time near the pits, we walk down to Big Bend and across the bridge to where we can watch from outside the track. It's a great vantage point where you can see the front straight, Big Bend and all the way to the beginning of No Name Straight.

While waiting in line for some drinks (boy was it hot in the sun) we struck up a conversation with a local who was invited out to the track by the Lola crew staying at the hotel where she worked. She and her European boyfriend were not familiar with racing, so I filled them in on the

action, car classes and what in general was going on. We got to see some great action from there and they got their fill of information for the day!

We meandered back over to our original spot for the end of the race. Watching the P2 Penske #6 Spyder take the overall win from the dominating P1 Audis was great. To top it off, the #7 Spyder was second overall with the Dyson Racing Spyderys coming in 4th and 6th overall. In GT2, the Flying Lizard GT3R took first in class over the challenging Ferraris! It was definitely a good day to be in a Porsche!

Xana and I decided to head out before the trophies were to be handed out (which was going to be done right in front of us) so we could get a jump on the ride home. After sitting in a small amount of traffic to get out of the track, we started the journey home. It was really interesting that all the people leaving the track quickly, in under 3 miles from the track, disappear on different roads, leaving us all to ourselves driving through the countryside.

Again proving that NCR members are everywhere, we ran into Larry Smith in a rest stop on the Mass Pike. He was just like us, enjoying a great day out in his 911. I think we were both able to have some fun on the drive home, knowing that our cars were the same marque that had won that day.



GT3



LMP2 ... a Courage? A Lola?



The chicane proved tricky for Porsches and also for Ferraris.



The Corvettes were perhaps the loudest cars on the track.

PORSCHEs AND CLYDESDALES ON REVIEW

Judy Hendrickson



Sunday, October 7, Porsches will invade the beautiful grounds of the Anheuser Busch Brewery in Merrimack, NH for NCR's second **Car Show** this year to benefit the NH Food Bank. While the judges do their thing, tour the brewery and the old English farm stead with its famous Clydesdales, oxen and other animals.

Net proceeds from the event will benefit the NH Food Bank. Additional contributions in the form of cash or nonperishable food stuffs will also be accepted.

The Merrimack Car Show, sponsored by Porsche of Nashua, will have a place for everyone. There will be a People's Choice Category and a Judged category. Classes will be determined based on entries received. Minimum qualification for any Race Car class will be the presence of a roll bar. The Judged category will use the judging forms from the PCA National Parade Competition Rules for Preparation. Undercarriages will not be judged. You can find these forms at the PCA website under member services, Library (<https://www.pca.org/members/library/PCR/PCR.html>).

Car placement will begin at 9:00 AM and Judging begins at 10:30 AM. Awards presentation should be complete by 2:00 PM

Advance registration is \$25/car with on site registration \$30. **Please register in advance by October 1, 2007.** Download the registration form at www.ncr-pca.org.

Directions: Everett Turnpike, Exit 10, east at end of ramp, (Industrial Dr), then left on DW Highway.

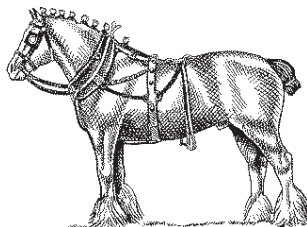
Questions: Judy Hendrickson, 603-881-7576, concours@ncr-pca.org

North Country Region, PCA
presents the
Merrimack Car Show
Sunday, October 7, 2007
to benefit the
New Hampshire Food Bank
sponsored by
Porsche of Nashua



Judged and People's Choice Categories
Classes dependent upon entries.
Race car class requires roll bar.

Anheuser Busch Brewery
Merrimack, NH
Car placement begins at 9:00 AM
Judging Begins at 10:30 AM



Tour the brewery and the Clydesdales

\$25/car registraton in advance (deadline: October 1, 2007)

\$30/car day of event

Send registration and check, payable to NCR-PCA to
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22nd Anniversary Zone One Autocross



October 67, 2007 - Seneca Army Depot Romulus NY

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Cost

\$35/person pre-registration until 9/21/07
 \$55/person after 9/21/07 or at event
 Prices are for one or two days;
 Maximum 2 drivers per car per class;
 Dates refer to postmark.

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 \$109.95 2 double beds/\$119.95 1 king bed + tax
 Ask for "POR" code for group rate
 You must book by 9/5/07 for group rates

Event Contacts

Zone 1 Autocross Chair: Don Coburn
 (516) 804-2562 & AutoxerPCA@aol.com
 Zone 1 Registrar: Henry Hoeh
 (631) 5823226 & 1qplus@optonline.net

2007 - Zone 1 Autocross Registration Form Pre-registration Open NOW

Links to the PCRs and other event info will be posted on the Zone 1 website <http://zone1.pca.org/>

Entrant: _____	Model/year: _____
Co-entrant: _____	PCR class: _____
Address: _____	Sat. Dinner: \$25/person x _____ persons = \$ _____
City/State/Zip: _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
Phone (eve): _____	Total Amount Enclosed: _____
E-mail: _____	
PCA Region: _____	Checks payable to: Zone 1 PCA (US Funds Only)

Mail to: Henry Hoeh, 65 Joyce Dr, Hauppauge, NY 11788

NOTICE

President Miriam Dunster has appointed Judy Hendrickson, Chair, and Edgar Broadhead, member, plus one other to be named to form the 2008 NCR Nominating Committee. The Committee is charged with finding and securing the agreement to serve, if elected, at least one person for each of our elected offices: President, Vice-President, Secretary and Treasurer.

If you are interested in joining us on the committee, please contact me at jh993@comcast.net or 603-881-7576. Members serve on the committee for a three year staggered period. Edgar will serve for 2007, I will serve for 2007/2008 and the third person will serve for 2007/8/9. Each year a replacement person will be appointed to form the three member committee with the most senior person serving as Chair.

If you are interested in serving the club in one of the elected positions, please contact me at jh993@comcast.net or 603-881-7576 or Edgar@tds.net or 603-526-6578. If you are interested in one of the appointed positions (Newsletter, Webmaster, Membership or any of the Committee Chair Positions listed in the Northlander- page 3), please let us know and we will pass your interest and info on to the President.

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People's Choice Car Show

Class Awards, Honorary Judges Choice and Best Overall People's Choice
Classes dependent upon entries. Race car class requires roll bar.



Town Common, Rt 114 (Main Street),
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Car placement begins at 10AM
Judging Begins at 11:30 AM

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Questions:

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

Name _____

Address _____

Email _____ PCA Region _____

Model Year _____ Porsche Model _____

Color _____ Body Style _____

NEW LONDON NCR CAR SHOW SUNDAY, AUGUST 26, 2007

Judy Hendrickson



Come join us on the New London, NH Town Common for a Car Show to benefit the New Hampshire Food Bank. Michael Bernier Insurance Agency is our sponsor and Mike will be on-hand to provide on the spot quotes for classic car insurance or other insurance needs. Awards will be determined by People's Choice ballots with final classes to be determined by the entries. There will also be an Overall People's Choice Award and an Honorary Judges Choice Award. There will be a separate class for Race Cars (must have roll bar to qualify). The New London Fire Chief, Police Chief and Town Manager will be our Honorary Judges.

Net proceeds from the event will benefit the NH Food Bank. Additional contributions in the form of cash or nonperishable food stuffs will also be accepted.

While the cars are on display we will be able to tour (about 1PM) the remarkable collections of Bill Kidder at the nearby Ice House (easy walking distance). Cars (many old Fords), toys, fire trucks, tools, you name it, William F Kidder collected it. A most interesting collection. At the end of the Car Show (about 3:30 PM) we'll go over to the New London

Historical Society for more interesting stuff. In addition to the 19th century buildings there is a large collection of horse drawn vehicles including a magnificent Concord Coach.

Bring a picnic lunch or grab a bite at the many eateries across the street and nearby the common.

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www.flyinggoose.com

www.millstonerestaurant.com

www.protectworth.com/420.ivnu

www.protectworth.com/tavern.ivnu

The northeast 356 group, TYP 356 Northeast, will be joining us for the Car Show.

Advance registration is \$25/car with on site registration \$30. Please register in advance by August 19, 2007. Download the registration form at www.ncr-pca.org.

Directions: I-89, Exit 11, right at end of ramp, left at Rt 114 (Main St), follow PCA signs for entry into Common on right.

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

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We use only the finest parts available from Porsche Cars North America and Porsche Motorsports, as well as those from carefully chosen aftermarket manufacturers who share our commitment for uncompromising quality and performance.

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Many of our clients use their Porsches every day and some only for weekend pleasure. Perhaps you've seen Porsches we service and maintain displaying our **EPE** logo, either on the street or on racetracks around the country. The owners of these cars enjoy the benefits of a "banner rate", a 10% discount on all service labor costs just for displaying that tasteful emblem.

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

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Jerry Pellegrino

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...continued from page 7

The day arrived. I really didn't realize some of the amenities of this location. Let's just say that my hands did not have go into a cold bucket of water nor did they have to deal with colder temperatures during the rinsing process. I thought I would share with the membership in this column the information I received that day along with the products that were put to use in the process.

The first product we used was Meguiar's 00 car wash. I was instructed to wash the car in the direction of air flow; this was not something I had heard before. I had heard the other instruction which was to do one section at a time from top to bottom, front to back, rinsing as you go. I forgot to mention that you should use 100% cotton cloths to touch the car surface; any other composition of fibers would scratch the paint surface. For the problem grease or bug spots we used P21S Total Auto Wash. Here is a hint if you have a real buggy front end you can spray the surface with this product after getting the surface wet and let the product soak until you get to that part of the car during the washing process. Tires come after all the upper surfaces are completed. Westley's Bleach White for the tires and P21S Wheel Cleaner (gel) for the wheels were called into duty. The tires are scrubbed with a bristle brush not too harsh which was rinsed clean prior to moving to the next tire. When you have completed the washing process to each section you towel dry the car. Doesn't this begin to sound like you are treating it similar to yourself? That thought did cross my mind during the cleaning phase of this lesson.

Now we got to the most important part of the day. It is time to prep the paint surface for the wax especially if it has been 6 months or more since the last waxing session. Yep, that was my situation so Judy looked over the surface issues on the roof of the 944. This is where I should tell you all that my '87 944 has experienced some really tough years. There were many days over the years that she did not have the luxury of a garage or even shade so the paint surface especially the roof was showing the lines of aging. Just like some aging women do from too much sun exposure during their younger years. (Remember you employ the same process; top to bottom, front to back, applying any products in the direction that air flows over the car.)

We began using P21S cleanser only to take it to the next level of cleaner because we were not especially happy with the results. This was a difficult section of the paint surface. Judy pulled out the big guns for the second round to this area, Griot's Clay. Yes, I said clay! This product is formulated for heavily gritted paint issues. You use this with Griot's Speed Shine to wet the surface. Hit small sections at a time. Speed Shine can also be used as a fast detailer without washing your car if it is not heavily dirty. (Not an option for me, hopefully some day it will be) I was astounded, amazed don't know what other expletives I can use to describe the results to the paint surface. The surface felt like the bottom of a newborn baby. So smooth! I think Judy was equally impressed with the results. The best part of her being impressed is that she just couldn't put down the product so after showing me how to

continued on page 43...

PARADE 2007

Judy Hendrickson



California irreverence. Sally Carrera's older sister or mother?



One of three Beluga whales at Seaworld.



First Place Trophy ... Tech Quiz Judy Hendrickson.



Concours prep. With light and AC. Only in California :-)

... continued from page 41

apply the P21S wax to the surface which was just cleaned Judy just kept proceeding to other sections of the car. It was great to have someone to partner up on the task ahead. I did experience a sort of enlightenment while applying the wax to the cleaned surfaces. I began to consider this not to be a task at all it was more like a 'Zen' moment. Warning! You can get sensory overload checking the results of your efforts.

Unfortunately we ran out of time to completely take care of all areas of the 944. That same day there was a strawberry festival in the next town that would be going on from 1-3. A very limited window of opportunity and I cannot resist strawberries.

Phase two of my lesson will be caring for the rubber areas of the car and I still have to wash, clean, and wax the interior paint surfaces. No painted surface should go un-waxed; it helps create a surface in which dirt is easily removed. Stay tuned for the products we use and maybe even more hints in my next column. Thanks Judy for the lesson!

Enjoy this edition and I do hope you will come out to one of the upcoming events. You just might have some fun and meet new friends.

See you on the roads of New England!

Miriam

...continued from page 6

out with participants for the Track Sampler. The \$25 (or more) fee for the Charity Laps and Track Samplers will go to Make-A-Wish Foundation of NH (<http://newhampshire.wish.org/>). In attendance at the Charity Laps will be some of the Make-A-Wish children who are eager to get a ride in a sweet car on a real race track. For details on this event contact Charity chair Paul Tallo at charity@ncr-pca.org.

The Run to Loudon Rally is a gimmick rally through the country roads of New Hampshire. Rallymaster Don Johnson has organized this event to start on the seacoast and conclude at NHIS just in time for a second session of Charity Laps and Track Samplers! This is not a TSD but rather a leisurely tour in your car. For details on where and when contact Don at rally@ncr-pca.org.

With all these activities going on in one day I can't imagine fewer than 130 members in attendance. Of course it is summer and some members may have other plans that day. But for those who don't, please come out on August 18 and participate in at least one activity that these event chairs have worked so diligently to make possibly an NCR milestone.

For more information on all of the Trackside Pig Roast events go to www.ncr-pca.org.

See you at trackside!

Tracey

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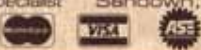
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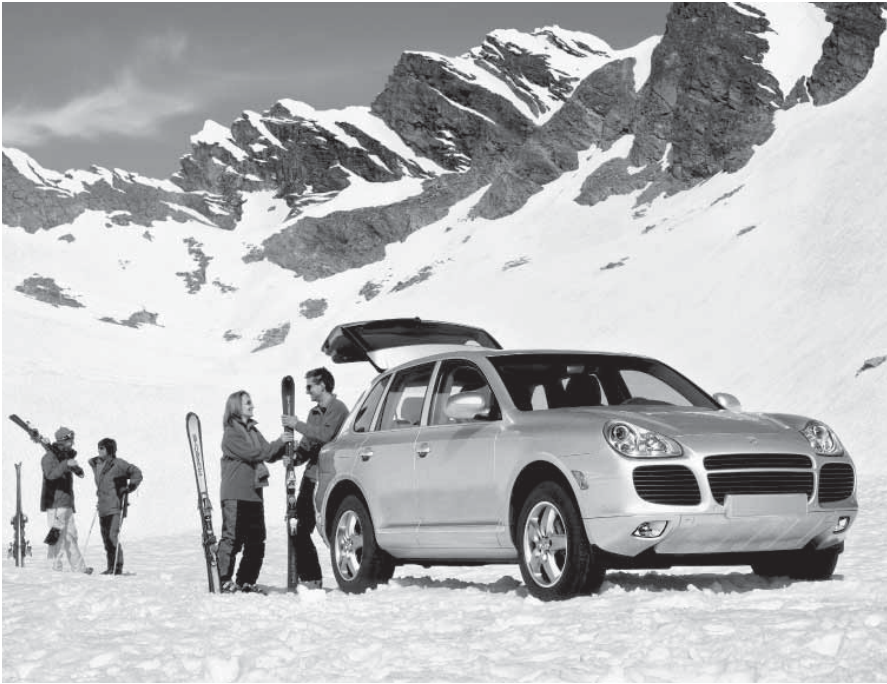
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