

NORTHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA
volume XXXI number 8 August 2008



In this issue:
Autocross 3, New London Car Show, iRacing

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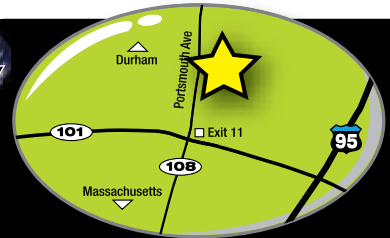
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The regular article and Advertising closing date for the **Northlander** is the 1st of the month preceding the publication month. See page 44 for advertising rates.

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Porsche Club of America
July 2008

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Photo by David Churcher

Vic Oliver's 924 at the New London Car Show July 20, 2008

Photo credits:

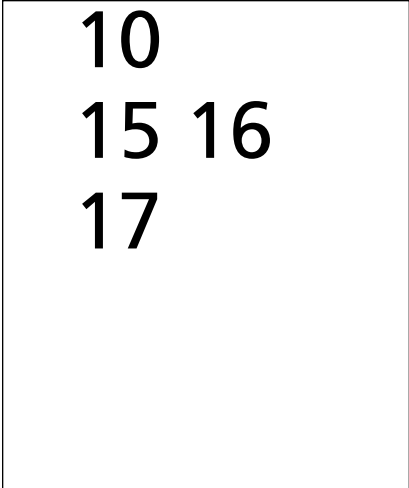
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AUGUST AT A GLANCE

Date	Event Information	Contact
Aug 10	Autocross # 4, Devens, Ayer MA	autocross@ncr-pca.org
Aug 15, 16, 17	Driver Education 2, NHMS, Loudon NH	driver-ed@ncr-pca.org
Sept 14	Autocross # 5, Devens, Ayer MA	autocross@ncr-pca.org
Sept 27	iRacing Demo and Social	jaygratton@iRacing.com
October 1 & 2	Kojote Motorsports at Watkins Glen	www.KojoteMotorsport.com
Oct 11, 12	Oktoberfest, Gilford, NH, Gunstock Mountain Resort	
Oct 13, 14	Driver Education 3, NHMS, Loudon, NH	driver-ed@ncr-pca.org
Oct 18, 19	NCR Getaway Weekend ... The Balsams	social@ncr-pca.org
Nov 8	Annual Banquet (30 yr celebration), C. R. Sparks, Bedford, NH; 6 PM ~ 10 PM; DJ Biggie	social@ncr-pca.org

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



Miriam Dunster

Miriam has been behind the eight ball all thru July. Perhaps, more aptly, she has been under the eight ball. Judy Hendrickson has filled in for Miriam this month with a report on the Parade Quiz.

Miriam promises to be out from under next month and back in to *Northlander*.

Parade Tech Quiz – 2008
By Judy Hendrickson

More precisely these days it is the Technical and Historical Quiz, currently sponsored by Porsche Design. It seems to have become more of a history thing and trivia quiz than the early days, but then in former times people actually could and did work on their cars themselves versus today's sealed units requiring tens of thousands of dollars of specialized equipment. Perhaps it's just as well that Bosch is no longer the sponsor and we have a life style company supporting it – that seems to be the way things have headed for Porsche street automobiles – way too many creature comforts for a "true sports car."

I once again entered the contest mostly because I have ever since 1979. I didn't do very well back then, in fact, my score was so low as to never be revealed. But I kept asking questions of my late husband (an electrical engineer and auto tinkerer) as we prepped cars for Concours. I read *Pano, Car & Driver* and later *Excellence* and *Automobile* and even reviewed old quizzes. Then in 1983 something very exciting for me happened. I not only won my class (914, I believe), but got the highest score for the women that year. Nothing hooks you like success.

Years passed and quizzes came and went. Sometimes I was successful in bringing home a trophy and sometimes not. 1994, 1996, 1997, 2001 and 2002 again brought me the Overall High Score award. Beginning in 1991 another lady, Debbie Cooper (later to become a friend) also started a string of repeat wins (1991, 1999, 2003, 2004, 2005, 2006). Debbie is from the Pennsylvania region

around Philadelphia known as Riesentöter Region.

Now there have been other multiple time winners amongst the ladies; Marsha Wilson, a mechanic from Diablo Region, won in 1984, 1986 and 1987 and Susan Hagaman from Pacific Northwest won in 1985, 1988, and 1990, but none have come close to Debbie and my six victories apiece. So it has developed that Debbie and I joke with each other each year as to which of us will break the tie and win the rubber match. Neither of us did in 2007, losing to an unknown from Olympic Peninsula Region, Lori Scheider. I've since learned she is a transplant from the LA area.

I'm pleased to report that the rubber match for 2008 did go to the North Country contender – me! ☺

Now for a sampling of questions from this year's quiz. I took the late aircooled 911 class (1990-98) which includes all versions of the 911, 911 Turbo and Limited Production based on these models. The Quiz consists of 35 general questions, 15 model specific and 15 tie breakers. As you can see below, my success is not strictly from knowledge, but rather, a lot of lucky guesses.

General Questions

(I got 23 of the 35 right, but 11 of those 23 were simply good guesses.)

The last rear engine, six-cylinder Porsche to carry the internal model number 911 was in model year:

- a) 1966
- b) 1978
- c) 1989
- d) 1994

CONTINUED ON PAGE 26 ...



Tracey Levasseur

Back in June David and I were graciously invited via e-mail by Kevin Bobbitt and Jay Gratton to visit them at iRacing and try their motorsport simulator. I'd never heard of iRacing and the only race simulator I'd ever tried were those video games at the local arcade. I never enjoyed them because there was always too much play in the steering wheel and it always felt like you weren't really in control of your car. But I browsed around iRacing.com to see what it was all about then we arranged a July day that happened to fall in the middle of my vacation week.

David and I carpooled to Bedford, MA, on what had to be the hottest day of the summer thus far. Jay met us at the door of iRacing "headquarters" and ushered us to the "test track." This consisted of a sparse room holding only two pods, a couple chairs and a few race-related portraits. I got the feeling I was in a small chapel of a motorsport religion whose faithful could worship in these pods while the immortal visage of Steve McQueen oversees from the *Le Mans* poster on the wall.

We headed across the hall to a conference room to ask Kevin and Jay some technical questions (see article in this issue) before having a try in the pod. After a brief, informative interview we were ready to hop in the drivers seat. The boys voted unanimously that I should go first, so how could I refuse!

I should briefly explain these pods. They resemble the arcade version in that there's a seat, a steering wheel, pedals and a large screen where the windshield would be. And that's where the similarities end. It's actually a racing seat and the steering wheel is top of the line with clutchless paddle shifters. The viewscreen is a high quality big screen, flat-panel television for optimum visibility. These pods are even mobile, and Kevin and Jay can take them to trade shows and other functions to do demos.

So I get in the seat and adjust it so I can reach the pedals comfortably. Jay observes that I'm not wearing proper equipment: open toed sandals and silk shorts! Hey it's almost 100 degrees outside this day, and besides, that's part of what makes this simulator enjoyable. You can use it whenever you want, even in the middle of the night in your bathrobe and fluffy slippers. Jay selected the car and track for me: a Pontiac Solstice and Lime Rock Park. The screen shows the Solstice dashboard, the steering wheel (almost directly in line with the wheel I'm holding) and the pit boy holding the stop sign. Beyond I can see pavement and cones, trees and mountains. Everything is crystal clear and exact. Even the dashboard has functioning tachometer and speedometer, if I ever get good enough to observe them as I zip down the track. Another onscreen bar shows stats such as what gear you're in and lap progression.

This was a test run for me so I wasn't online and there are no other cars on the track. That made me feel better as I eased the Solstice out of the start. Having put down my Atari in the 1980s and never finding it necessary to even try a Playstation or the new Wii it was difficult to compare the following experience with anything else. As I gained speed and figured out the paddle shifters the first thing I could feel was feedback in the steering wheel. iRacing's scans of Lime Rock were done before the recent paving so what I was seeing in front of me and feeling in the wheel was the transition between the asphalt and the cement patches that are familiar to those who have been to Lime Rock (iRacing will rescan Lime Rock and their other tracks as necessary to keep the software up to date). And the steering itself, although not as responsive as my 911, was quite accurate to where I wanted to go. After my laps Jay told me the Solstice has power steering, which would explain what I was feeling.

continued on page 26 ...



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Merrimack, NH – 2008 911 C4S

Ernest R. Grasso
Karen Grasso
Chelmsford, MA – 2001 Boxster

William R. Hanna
Windham, NH – 2008 Carrera S

Bryce D. Lambert
Concord, NH – 2002 Carrera 4S

Stephen M. Lefebvre
Susan Kelley
Assonet, MA – 2007 911

Richard Maser
Pepperell, MA – 2007 Cayman S

Barton E. McGirl
Hampton, NH – 1988 911

Ian H. McGuinness
Al Smolkin
West Newton, MA – 2002 Beck Spyder

Robert D. Mitchell
Valerie Mitchell
Newmarket, NH – 2007 Cayman S

Stephen P. Walberg
Kelley Walberg
Londonderry, NH – 2003 Boxster S

Mark A. Witaschek
Gabiella Landinez
Bedford, NH – 2007 911 C4S

Member Anniversaries:

1 Year:

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
Ellen Chandler
New London, NH – 1989 911 C4

2 Years:

Michael T. Azure
Henniker, NH – 1978 911SC

Stephen A. Koukias
Robin Koukias
East Kingston, NH – 1997 993

Mary Noyes
John Noyes
Holderness, NH – 2002 911

Domenic Steinbrueck
Patti Steinbrueck
Bedford, NH – 2002 Boxster S

5 Years:

Alan E. Cady
Susan Cady
Pelham, NH – 2003 911

10 Years:

Richard M. Kletzien
Cindy L. Rivers
Stratham, NH – 1989 911SC

Philip Mathews
Cynthia Mathews
Campton, NH – 1974 911

Matthew Romanowski
Xana Chauvin
Manchester, NH – 1965 356

15 Years:

Ervin F. Lyon
Thelma Lyon
Kensington, NH – 1961 RS-61

Robert G. Rosenblum
Nancy K. Rosenblum
Norwich, VT – 1989 944T

Dieter H. Kunath
Daniel Kunath
Webster, NH – 1979 911SC

25 Years:

David Wieland
Kimberly Wieland
Gilford, NH – 1986 911

Please notify the membership chair: membership@ncr-pca.org if you have changed your address.

Golf!

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Surprise activity!



2008 NCR Get-Away Weekend

The Balsams Resort Dixville Notch, NH October 18-19, 2008

www.thebalsams.com



Last year was a blast!

North Country Region is looking to establish an annual weekend resort trip to enjoy a beautiful New England drive and the amenities of the many fine resort areas. After experiencing last year's great fun...come join us again. Be watching for the itinerary!

For those of you who missed last year's event...this year is a must! You may even find yourself playing some volleyball, crossing the bridge on the playground. Maybe even watching the Red Sox! The restoration has begun and things are looking more beautiful than ever.

Due to popular demand the 2008 trip will be to the Balsams Resort again this year. The Balsams is one of the top 700 hotels/resorts in the world according to the 2007 Conde Nast Gold List - the only Gold List hotel in New Hampshire! The Balsams received a 100% score for dining.

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

- Golf – as part of this package, enjoy \$ 20 greens fees (normally \$ 70) at the award winning championship golf course.
- Additional activities at the waterfront include badminton, basketball, volleyball, horseshoes, croquette, bocce and shuffleboard.
- Lake Gloriette - a sparkling, 32-acre spring-fed lake that can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast (Note – jackets are required for “gentlemen” at dinner.)

Options – make the weekend what **YOU** want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We will coordinate detailed plans with the final list of folks that sign up based on your locations. The resort will also accommodate folks who would like to add an additional night to their stay.

Since we were such a fun group Gary has been so gracious to extend the same pricing package as last year. He may own a Morgan but loves Porsches!

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

We have a block of rooms set aside, but we must firm up a number quite early. **Contact social@ncr-pca.org by June 1st, 2008 to receive the registration form.** You'll register directly with the Balsams, but you must get on our NCR list first.



Judy Hendrickson

LOOKING BACK

Back in 1973 when Michael Grishman moved to Berwick, Maine from his home in New York City, he transferred from Metro N.Y. Region to newly formed Downeast Region. Prior to the founding of Downeast ...

This month's Looking Back comes from the July/August 1988 issue of *Northlander*, Vol. 11, Number 4.

Life In The Country with Michael Grishman

As we celebrate the 10th Anniversary of our Region, certain questions come to mind with regard to the events leading up to the chartering of North Country on February 13, 1978. What prompted the group to pull away from Northeast Region and who was responsible for the organizing effort? What activities were enjoyed by the membership that first year? These and other key questions were posed to Michael Grishman founder and first president of NCR, by current president, Don Barnes, in an interview held earlier this year. The following article was compiled from information gathered during that interview. - D.H.O. (*Donald H Osborne, editor*)

Back in 1973 when Michael Grishman moved to Berwick, Maine from his home in New York City, he transferred from Metro N.Y. Region to newly formed Downeast Region. Prior to the founding of Downeast, the greater part of New England belonged to Northeast Region, which encompassed all of Maine, New Hampshire, Massachusetts, Rhode Island and a large part of Vermont. Late in the summer of '77, a core group of members from both regions (who resided in coastal N.H. and southern Maine) held informal meetings centered around their mutual interest in competitive Porsche events. At the time, Downeast Region was not running an autocross series and Northeast Region limited its N.H. activities to an occasional track event at Bryar Motorsport

park. (*now New Hampshire Motor Speedway, ed.*)

As Summer faded into Fall, the group consisting of Michael, Mary Staley, David & Susan D'Orazio and Mitch Manseau began to solidify their ideas and the desire to start their own region grew rapidly. At the time, Michael was serving as president of Downeast making these early discussions awkward at best. An exploratory meeting with the Board of Directors of Northeast Region, requesting their release of N.H. and most of Vermont to facilitate the formation of a new region, was heated and emotional. In the end, however, Michael and Mary Staley returned home with only one dissenting vote, paving the way for the eventual creation of North Country Region.

Following the appointment of a temporary slate of officers, an open membership meeting was held at the New Hampshire Highway Hotel in Concord (*now the site of the shopping center housing LL Bean and other stores along I-93, ed.*). An election was held during which the entire slate of officers was endorsed by those in attendance. Michael was elected president with David D'Orazio as vice president, Susan D'Orazio secretary, Mitch Manseau treasurer and Mary Staley Membership Chair. Jim Smith, the founder of Acadia Region in northern Maine (*now Nova Scotia and the other Maritime Provinces, ed.*), volunteered to serve as the first newsletter editor. Work was already underway for a presentation to PCA National for a charter. The group decided to take the best elements from the Northeast and Downeast bylaws and combine them to form the North Country bylaws.

In addition to the aforementioned
continued on page 37 ...

Call for 2009 Officers

By Judy Hendrickson, Chair, Nominating Committee

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

I, along with Matt Romanowski and Mark Watson, will serve as the nominating committee. Our task is to find and interview qualified candidates for the four elected offices of NCR: President, Vice-President, Secretary and Treasurer. We will gladly receive any suggestions for candidates for these offices as well as for any of the various committees that are vital to the running of NCR. We will pass on the names of those wishing to chair or help with the various committees, as these jobs are presidential appointments.

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

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

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

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

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

Mark Watson mark.watson@bms.com

How young is too young too be introduced to Porsches?

By Ivy Leonard

I love my Porsches and I love the NCR club I belong to. That is why I am looking forward to running for and of NCR Presidential role. Not to mention NCR and Porsche's really are a big part of my life. I love what Porsche's are about...the meaning and the history behind them. So with that said I tend to talk to many about the NCR Region and the cars, including to my granddaughter. My Granddaughter, "Keona", who will be 4 at the end of August.

She called me at the office last week to ask Oma how Canada was? (DE in Tremblant and Calabogie). After a brief conversation about the trip I proceeded to ask her on the phone what she wanted for her birthday next month.

Her reply was priceless...she stated she would like a dollhouse with stairs and a ladder...yes a ladder! Secondly she would like a Porsche....so I replied, do you mean a small Porsche to go with the dollhouse? Keona shouted back, no Oma..one I can drive like you. I laughed for 5 minutes. Her little attitude was such that I should have known what she was talking about. Boy have I created a monster.

So my evenings has been fairly busy trying to research on line for 12 volt electric Porsche's to buy. Something she can drive of course! Wow...who knew how hard that would be.. So maybe next issue if Keona gets her way there will be a picture of her very own Porsche parked next to Oma's in the driveway. Well...of much smaller scale than mine.

Only a few more years before Keona can become an NCR member. Well at least that is what she says....

OK...back to research on line for a 12 volt electrical Porsches ... guess I may need to contact my friend Berthold or Porsche of Stratham's very own Harry Robinson. Hmmm, can this be done? Stay tuned.



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Paul Frucci

I'm just sneaking in under the deadline to get this update out for August, as the NCR troupe of traveling track rats are just arriving home ...

I'm just sneaking in under the deadline to get this update out for August, as the NCR troupe of traveling track rats are just arriving home this morning from a wild week of three days at Mont Tremblant, followed by three days at Calabogie, preceded by the Zone 1 48 Hours at Watkins Glen the weekend of June 21st. What a sequence of events! A few years ago I would have said that NCR was not a "traveling" club, but I have to say after seeing our participation on the road this year, we've clearly gotten over any phobia that we might have had about traveling to road DE events. This in spite of the fact that with the cost of fuel being what it is today, a number of folks opted not to participate in the complete "Trifecta".

The weather at The Glen was typical summer weather for New York State; warm and muggy with some incredible thunder showers hitting in the afternoon every day. There was a unusual amount of track time lost because the track needed to be closed because of the lightening activity, and with the schedule having three longer run sessions per run group versus the normal four runs per day if you lost a run, you lost a third of the day. So there were some unhappy campers, especially in the Black run group which seemed to suffer the brunt of the inconvenience. We did have some good NCR socialization (surprised?). Doug McIninch and I had a little apartment at the Seneca Lodge which ended up being party central at the end of each day, grilling dinner overlooking the scenic parking lot! You can only imagine.

The Glen was also the first in a series of events with my car. I had a control arm that failed and we finally were able to diagnose the problem thanks to Alex Murphy and AJ Rodrique . It turned out that they just happened to have a control arm in their trailer, and while I was out for a ride with a student they fixed it for me. How good is that? Thanks AJ and Alex!

Our joint event with NER and UCR at Mont Tremblant was similar in that we had our official "Camp NCR" banner unveiled and set up next to the lake. Tom Harris, Mark Watson and I camped there and again, every night it seemed was a party lakeside. Great laughs, great people and great fun. We attracted folks from a number of other regions who thought we were having just too much fun not to join us. Combine that with the International Blues Festival going on in the Village of Mont Tremblant and you have the makings of just a wonderful three days. The DE event itself was very well run by the host region, NER, and we ended up being very fortunate with the weather as it seemed to threaten rain every day, but ended up raining only at night when it did and the days were dry. That's the way we like it.

The second event with my car took place at Mont Tremblant where I had a collapsed lifter on Tuesday afternoon rendering the car not drivable. Jerry and Matt from European Performance Engineering were there and diagnosed the problem, had new lifters over nighted in by FedEx in and by end of day Wednesday I was back in business. Thank you Jerry and Matt.

One day of travel and then we moved on to Calabogie Motorsports Park which is about 90 minutes west of Ottawa. Camp NCR pitched our tent and we just continued where we left off at Mont Tremblant. Friday started out a bit wet, but quickly dried out. Unfortunately the last event with my car was an encounter of the worst kind with some Armco on the second run on the first day so my event was cut very short ☹. Damage report is still being put together. Saturday was a dry, wonderful day, and as I understand it, Sunday was wet in the morning but dried out in the afternoon, as I hit the road and headed home on Saturday with bruised ribs, a bruised ego, and a bruised 993. I will say emphatically that the investment we all make in safety equipment in our

continued on page 14 ...

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

.... continued from page 12

track cars is money very well spent, as everything worked exactly as it was supposed to. Don't skimp. I also would like to say thanks to all of you who were at the track for the concern and support that only great friends can offer after my "incident".

This three event sequence is a great one to participate in. It's a very concentrated dose of track time in a three week span, but great fun at three fabulous tracks.

Next event is our August "In the Heat of the Summer" event August 15th, 16th, and 17th at NHMS. This is also a charity event for the Make a Wish foundation and track samplers and parade laps for charity will be offered on the 16th. Friday the 15th is an advanced only day. On the evening of the 16th we'll have a trackside barbeque which is open to all. Hope to see you there!

As always, I welcome your feedback and comments at de@ncr-pca.org. See you at the track.



Photos from Le Circuit Mont Tremblant by Paul Frucci.

Page 14: Camp NCR et Le Chef LCMT

Page 15: (clockwise from top left) Seneca Lodge, Doug and Paul's deck at Seneca Lodge, Ribs at LCMT, Trackside at LCMT, and ... Tony G and Ivy under the 944



Porsches on the Common — Take 2

(Sponsored by Porsche of Nashua and the Michael Bernier Insurance Agency, Inc.)

By Judy Hendrickson, Concours Co-Chair

Lisa and I were watching the weather forecasts all week. Would the weather gods cooperate and give us a rain free day on Sunday, July 20th for our return trip to the New London Common? We weren't asking for glorious sunshine, we'd take a gray day. Saturday was oppressively hot at the NCR autocross, Sunday offered lower temps, but the chance of rain still persisted in between the forecast. However, it was only 50% and weather.com said it would hold off until 3PM or so – at least that was the forecast about 10PM Saturday night, when we made our decision to press ahead.

Sunday dawned early and gray. After a hearty breakfast we loaded Lisa's Subaru with the rest of the gear necessary to put on the car show – signs, ballot boxes, etc. Lisa already had the car loaded to the gills with trophies, clip boards and paperwork.

We were off sometime between 7:30 and 8:00AM already having fielded a call from the Leaches as to whether the day was still a go. We encountered a few drizzles along the way, but we kept our hopes high for a good turnout. We stopped along the way, putting out the direction signs to guide folks from the interstate to the Common. As we passed the Common (entry to the site is around back) we noted Edgar was already there with the trailer along with erstwhile helpers Matt Romanowski, Xana Chauvin and Jay Gratton. Paul Tallo and his friend Bill were also there early.

Matt and Jay would not be able to stay, something about a bachelor party that afternoon (baseball game) for their friend Billy, but they would be able to get the field laid out and most of the cars parked before they had to leave. The rest of us quickly got the tables and chairs out of the trailer, unloaded the Subaru and set up the PA system.

Cars began to arrive, yea! It was not

raining, yea! Helen Costello from the NH Food Bank arrived along with Dan Witmer from **Porsche of Nashua** (co-sponsor for the event). **Michael Bernier**, our other sponsor for the event was not able to join us due to a memorial celebration of life for a family friend, but we hung his banner, passed out Hagerty Insurance pamphlets and kept his name in the forefront as yours truly kept up the patter on the PA system.

Besides sponsoring the event, **Porsche of Nashua** sent Dan up with a gorgeous black Cayenne GTS with the special interior – a sensory overload of buttery camel colored suede and tanned leather, even the headliner is suede leather. It is an impressive machine. Dan was kept busy most of the day answering questions about the car's specs and performance figures — very impressive indeed. You should definitely stop by to see it and take it for a test drive. It will definitely make going for groceries a fun trip – take the long way to the store! In addition to their sponsorship PoN sweetened the pot by offering a free weekend with a Cayman along with Porsche factory posters. We raffled the Cayman weekend off at \$10

a chance, raising \$535. Posters were offered "free" for the taking in exchange for a minimum \$5 donation to the Food Bank — that netted another \$161. Food donations from the public and attendees totaled 43 pounds. Registrations brought in another \$470, making the total raised \$1166 plus 43 pounds of food. One hundred percent of the net proceeds will go to the NH Food Bank where, with their buying power, they can provide four meals for every dollar received. That's over 4500 meals for our efforts at the New London Car Show. Most if not all of our expenses for the event will be covered by the sponsorship dollars received from **Porsche of Nashua** and **Michael Bernier Insurance Agency, Inc.**

Special thanks to our key helpers, Lisa Roche, Edgar & Nancy Broadhead, Xana Chauvin, Matt Romanowski, Jay Gratton, Paul Tallo and his friend Bill. Without your able assistance we could never have made this happen.

So who were the winners? There were 3 classes and 2 Categories. See page 17 for the results.



Dear Paul + Judy,
Thank you for once again inviting the New Hampshire Food Bank to benefit from your New London Car Show. We are so grateful that we can count on your event to bring in some much-needed funding during the summer. Your support helps us to enhance our mission to address the root causes of poverty & hunger; Thank you, and we hope that our partnership will continue in future years.
All the best,
Erin

People's Choice

Cayman/Boxster

1 st	Claire Dors	2007 Cayman	Cobalt Blue
2 nd	John & Janet Leach	2000 Boxster S	Ocean Blue Metallic

Early 911 – thru 1984

1 st	Edgar & Nancy Broadhead	1967 911S	Silver
2 nd	Ivy Leonard	1978 911SC	Yellow
3 rd	David Day & David Day, Jr	1983 930 Slant Nose	Champagne

Late 911 1985- Present

	Paul & Joanne Whooten	1986 930	White Gold Metallic
	Craig Parker	2000 911	Silver
	Paul Tallo	1998 993 C4S	Black

Best in Show — Paul & Joanne Whooten, 1986 930, White Gold Metallic
(This was a tight race with Edgar and Nancy's 1967 911S, only one or two votes separating them.)

Mystery Area Judged

People were given 30 minutes to clean the announced area – driver's door, inside and out, all nooks and crannies, latches, hinges, etc. Peer judging ensued with the Boxster/Cayman owners judging the early 911's, the early 911 owners judging the Late 911's and the Late 911 owners judging the Boxster/Caymans. It was consensus judging ranking the cars first to last.

Boxster/Cayman

1 st	John & Janet Leach	2000 Boxster S	Ocean Blue Metallic
2 nd	Claire Dors	2007 Cayman	Cobalt Blue

Early 911 – thru 1984

1 st	David Day & David Day, Jr	1983 930 Slant Nose	Champagne
2 nd	Edgar & Nancy Broadhead	1967 911S	Silver
3 rd	Damon Josz	1967 911S	Sahara Beige

Late 911 1985-Present

1 st	Paul & Joanne Whooten	1986 930	White Gold Metallic
2 nd	John Lussier	1985 911	Red
3 rd	Paul Tallo	1998 993 C4S	Black

Best in Show — John & Janet Leach, 2000 Boxster S, Ocean Blue Metallic

Honorary Judges Choice — Edgar & Nancy Broadhead, 1967 911S, Silver

Cayman Weekend Raffle – Paul Tallo

Entrants

Paul Tallo	1998 993-C4S	Black
Paul Tallo	1993 RS America	White
John & Janet Leach	2000 Boxster S	Ocean Blue Metallic
Paul & Joanne Whooten	1986 930	White Gold Metallic
John Lussier	1985 911	Red
Edgar & Nancy Broadhead	1967 911S	Silver
Edgar & Nancy Broadhead	2000 Boxster S	Silver
Ivy Leonard	1978 911 SC	Yellow
David Churcher	1984 911 Carrera	Grand Prix White
Claire Dors	2007 Cayman	Cobalt Blue
Damon Josz	1967 911S	Sahara Beige
David Day & David Day, Jr.	1983 911	Champagne
Craig Parker	2000 911	Silver
Luigi Minoletti	1999 996	Midnight Blue Metallic





Photographs by David Churcher of the second New London Car Show sponsored by Michael Bernier Insurance Agency, Inc., and Porsche of Nashua, with proceeds to the New Hampshire Food Bank.



NCR Autocross #3 July 19, 2008

sponsored by **VELOZ**

Miguelángel Aponte-Ríos is the owner of Veloz and the sponsor of our Autocross #3.



Interview with Miguelángel Aponte-Ríos by David Churcher.

During Autocross 2007 I noticed a very interesting BMW MZ3 parked in the area beside the tent. On top of this Z3 there was a very interesting helmet. I photographed both and considered there must be an interesting person and a story behind all this. Later I learned we had a visitor to NCR and a possible sponsor. The car, and the helmet, belonged to Miguelángel Aponte-Ríos. Certainly a very interesting person.

Almost a year to the day has gone by and finally I had a chance to sit and chat with Miguelángel. The year between discovery and interview has been interesting. NCR had an Autocross event last year and it was sponsored by Pangaea Films (Miguelángel) and this year NCR had 2 Autocrosses sponsored by Veloz Decals (Miguelángel) ... interesting.

We like to say in PCA: "it is not just the cars, it is the people" and indeed our cars are interesting but the people are more so. We will begin here with an interview of the person and talk cars further down the page.

What's in a name? What is Pangaea? It is a belief of "one earth" ... ie: one super continent before the continental drift started. I asked Miguelángel what was the connection between this belief and

his company. He explained his belief there was, once upon a time, one continent and we were all one people and all here for the same plan. It is a simple, but also complex, idea. Miguelángel believes in a simple and honest relationship between all people. If you look at the logo of Pangaea you will see the model of the world, as one continent, with its center being where Boston would be.

Why Boston?

Miguelángel grew up in Puerto Rico, went to college for film school and communications, there, and later moved to Seattle. He lived in Seattle for seven years and he had some successes working with Excell Data and Microsoft. After many years of working with computers and digital video, he decided his next step would be either San Francisco, or, Boston. Wanting to try the documentary world, he chose Boston. He chose Boston because it had a climate of excitement and quality work. Pangaea was launched and had many successes in video production. If you do a Google on Pangaea you will find several awards were made for their work. Once I learned this, I was excited to talk to Miguelángel about his HD video work and his equipment. Here was a man who had toys I could love. Did he use a

RED? (a very high tech HD video camera) ...no, but he almost did. What did he shoot that moved him? Alaska (where he ate raw whale meat), South Africa, Canada, Mexico, New Zealand, Australia, Israel, and Estonia. He travelled a lot. Estonia? Yes. He was there when people stood and sang, and sang, in front of the government buildings until they gained their independence ... without a shot being fired. He was there, with a camera, when a stadium filled with hundreds of thousands of people, and voices, sang under the direction of one conductor celebrating their independence.

How did he get to be in this movie business? Where did it begin? In Puerto Rico he grew up with an uncle who was a professional photographer and had ties to the movie business. He arranged a job for the then 14 year old Miguelángel on the set of "Heartbreak Ridge" with Clint Eastwood. He was awed not so much by the actors but the business of images and directing. He went to school to learn the film business and also still photography. I had to ask what particular photography he took as courses. He replied: "they offered architectural photography, journalism, art, and commercial ... so I took all of them. I figured each professor would offer a different and interesting perspective ..."

So ... given all the above, and, a name which can translate quickly to "Michael Angelo", there must be a bit of an artist here. Pangaea must be a prolific maker of art movies.

I asked: who is your favorite director or film maker? This question brought on a deep pondering and a plea for more time to answer. The answer came a week or so later and I will quote it in the next paragraph.

Forgot about this one ... after long, long, long thinking over a Shiraz ... I came to the conclusion I have to say Guillermo Navarro is my favorite, well, one of my favorite DPs. He shot Pan's Labyrinth. (if you have not seen this movie, I highly recommend it)

At the moment Pangaea is on pause. Other opportunities have come to the front. Veloz Decals has moved from a hobby and play thing to a real business. The artist within Miguelángel is now expressing itself with a computer and the silhouette of a car (usually a BMW) and a design for personalizing the car. Graphics can be designed on the computer and then transferred to a computer driven cutter to make the pieces in vinyl which are then stripped of the backing and applied to the car. This is not just your car number ... this is graphics ... let your imagination run with it.

So far we have only mentioned BMW. But this is a Porsche club. Is there a Porsche connection? Yes, there is.

Miguelángel answered my question "is there a Porsche in this interview?" with a longish answer.

When he was a teenager on the set of the James Bond movie being made in Puerto Rico (Goldeneye) he saw the two prototype BMWs being used in the movie. The world had never seen these cars. They were being shown for the first time. The 1.9 BMW Z3. He wanted one. He told friends he would, one day, have one. The friends laughed. Some years later he arrived in Seattle, qualified, talented, and able to earn a good living in the digital media business. His first major purchase was ... one of those BMW cars. He then photographed it and sent prints to friends in Puerto Rico with a caption that said "Told you". And the Porsche? Oh, there is one in the family. His brother has a Boxster. He loves the Boxster. But he wants a different model. Miguelángel and Megan have a passion for a late 80's Porsche 911 Carrera. They plan to wait a while, find the perfect example, and snaffle it.

August 2008



Photo on page 20 by David Churcher

From the top of page 21:

Miguel in his Z3 at Autocross 3. Photo by David Churcher.

GT3. Photo by Matt Romanowski.

Blair Talbot applies opposite lock. Photo by David Churcher.

Megan?

During the months we were trying to organize a date to make this interview various things turned up to delay us. At one point Miguelá Angel apologized for the delays and mentioned he was travelling and planning a wedding. I suspected he meant his own. He did. He and Megan went to Rincón, Puerto Rico in May, along with many friends from the mainland USA, Mexico, Japan and Europe, to celebrate their wedding and have a week together. Not a bad reason to delay the interview.

And the BMW ... ah yes ... it is set up to race. It has electronic gizmos up the kazoo. You can drive your line on a course and later when you race the course it will record every detail of where you were relative to that line and what physical forces were working on the car at that time ... and a video camera will photograph over the driver's shoulder and another camera will be on his face. These two cameras were busy at NHMS when Miguelá Angel took his first pole position, won his first club event and the following day won the Enduro. Seemed like the week was his: first race ever on any track; a rookie and also celebrating his birthday. He is the first rookie to take both events on their first race. The camera and wife Megan (on the other side of radio comm) caught his tears of joy as the white flag came out and later the checkered flag.

Miguelá Angel was a bit reserved as he shared this story of tears of joy. Real men do not cry. Right? At moments they do ... I did at my first Boston Marathon ... I totally understood.

Is there more? Yes.

Miguelá Angel is now busy marketing and heading the development of a new product for HMS Motorsport and Inthinc. This "box" called Tiwi, plugs in to a car's OBDII port and is programmed with a PC to deal with several parameters. It knows the geographical speed limits. It can be programmed by driving zones, so if the car ever leaves that zone, the unit instantly sends a message. It can record speed, acceleration, braking and turning. If any parameters are approached it can "speak" to the driver and issue a warning. If it is not heeded it will send a text message, or phone call, to the "mentor/s" of the driver. Ingenious. And worth an article on its own.

Miguelá Angel will like to thank his sponsors

for making his first 2 wins possible: Veloz Decals, HMS Motorsport, German Autosport, D-Force Wheels and Sansossio Auto Body.

TECH Part:

1998 BMW M Roadster

80,000 Miles

3.2 Liter engine 6 Cyl

Schroth Profi II 6 Hans Cage by Kenny (Conway Motorworks)
Recaro SPG Pro Racer
Recaro Pole Position

VAC Aluminum Side plates

Momo Model 78 Steering Wheel

Smart Racing Products Quick Release

G2X Data Acquisition System

Coolshirt System

Carbon Fiber 6-lbs. Braille Race Battery

ESS Fire Suppression System

Schroth Window and Interior nets

D-Force wheels 18x9.5 LTWs

275 / 35 / 18 Toyo RA1's

HMS Front Strut

TC Kline D/A Smart Design Coil Over System

TC Kline Racing Camber/Caster Plates

TC Kline Monoball Rear Trailing Arm Bushing set

JB Racing Aluminum Flywheel and Clutch

3.73 Diffsonline Racing Diff

Turner Stage 5 Engine

Shorty Headers

24 lbs Injectors

Schrick Cams

M50 Intake Manifold

Conforti Software and Intake

Flat Black paint by Sansossio

Decals by Veloz

All Motul fluids

Awards:

1st and 2nd places with PCA Autox Class X

1st, 2nd and 3rd Places with BMW Autox

3rd Place Class ST1 COM Sports Car Club 2006 LRP

Most Improved Driver of the Year Award 2006

Spirit of Racing Award BMW Club Racing NHMS 2008

1st Place Overall Sprint Race BMW Club Racing

1st Place Overall Enduro Race BMW Club Racing

1st Place Class IP BMW Club Racing

...and a Dijareedoo as a wedding gift from his wife Megan.



"JOIN THE DARK SIDE"

If you have a matte black car, any car, you can get a sticker with these words to place on your car ... and you can get to wear a cool helmet too. Join the flat black revolution.



David used Matt's Pentax to capture Matt driving the Chiquita. Matt used his Pentax to capture Lisa. And David used his Nikon to capture Charles and Joe in the moments of deep concentration.

iRacing

Practice in the Virtual World.

Win in the Real One.

By David Churcher and Tracey Levasseur



David:

A few months ago I was surfing the Internet in search of Porsche RS Spyder material and I happened upon a video of a Brit motoring journalist driving the Spyder around Weissach. That video captured me ... wow ... the sound of the car and the visuals from the cockpit gave the feeling of "driving" the Spyder. Can it get any better than this?

Yes it can.

Kevin Bobbitt invited Tracey and me to come down to his office and do lunch and take a drive. On a very hot Wednesday following PARADE we went off in the Porsche heading for Bedford, MA and a severe jolt of the wow factor.

The wow factor is a term used by Photoshop aficionados to describe something which has gone beyond the expected results and set a new standard. iRacing has done this. Simulated driving has gone an order of magnitude higher than anything we have seen or heard about. This is **not** a PC game. This experience is to a driver what a flight simulator is to an F18 pilot.

On arrival at the office tucked away in a modern industrial park, we were greeted by Jay Gratton, Product Marketing and Competition Programs Manager, and ushered in to the conference room where Kevin, Director of Marketing, joined us. Most of the readers of this magazine will have known Kevin and Jay for a long time and will know their individual levels of enthusiasm. Put the two of them together on the same topic and on the same side of the conference table and you have some amazing chemistry and energy. They began to explain the concept and the vision of iRacing, taking turns listing the features.

Tracey:

iRacing's philosophy is "Practice in the virtual world. Win in the real one." What this means is the company was created on the belief that to be a truly safe and successful motorsport driver one must achieve a lot of seat time. But as many of us know this is not always possible. So co-founders Dave Kaemmer and John Henry (Boston Red Sox owner) created iRacing in 2004 on the premise that their online racing simulator would be the most technologically advanced, using specs from actual tracks and actual vehicles. This would allow subscribers to "drive" actual tracks that they might never get to physically experience as often as they would like and to use vehicles they may never get to physically drive. Also, subscribers can improve their driving skills on iRacing which they can use in the real world, on the real tracks.

It starts with advanced simulation technology. A high-tech laser surveyor is used to scan every square inch of a racetrack or road course. Every bump, vantage point, even the billboards on the walls are scanned into the software. This scanning process is one of the things that separates iRacing from the video games on the market. In iRacing you drive on a 'bump map' of the surface, an exact reproduction of what exists in the real world. The software was written by racing simulations guru Dave Kaemmer. Currently iRacing has over 40 ovals, road courses and kart tracks scanned including Watkins Glen, Daytona International Speedway and Mazda Raceway Laguna Seca, to name a few.

With all those exciting venues, iRacing must replicate some fine driving machines. Actual specs and vehicular dynamics are downloaded into iRacing's virtual cars which include late model stock cars, Formula cars and even a Pontiac Solstice. The result is a more real world feel in steering, braking, turning, etc. The software even factors in the tires

heating up and wearing as laps and speed progress.

The tracks are scanned, the cars are ready, now it was time to send iRacing live and get subscribers. In June 2008 iRacing was launched into Cyberspace and invitations were sent out to a select group of people. The invitation pointed potential subscribers to the new site, <http://iracing.com/home.html>, which explained the subscription rates, computer hardware and software requirements and of course the iRacing rules. Since the iRacing community would comprise serious drivers and not just recreational sim gamers there had to be a set of rules just like other sanctioning bodies have, ie NASCAR, SCCA, IMSA etc. As of July, when we visited iRacing headquarters, there were a few thousand subscribers from around the world racing each other every hour.

Kevin and Jay want to have iRacing available to the general public by September 1. For what it costs to subscribe to those premium movie channels you can enjoy driving a Radical SR8 at Virginia International Raceway at 2am in your jammies. You can pay by the month or for reduced rates pay by 3-month, 6-month or one year contracts. When you subscribe, the name on your credit card is what will appear as your screen name so other drivers will know you're driving with them and vice versa. That means you may at times be competing with some well known race car drivers. But don't panic, iRacing levels the playing field and everyone starts as a rookie. It's up to you to practice and move up the levels.

David:

The business model indicates iRacing expects to have a great following. Presently they have 40 employees. iRacing is already established in 30 countries and has 1000 Beta testers. As Tracey has noted above each track has been laser scanned to make a real 3D model and this includes bumps. Driving the now "old" Lime Rock

the bumps on the main straight could be felt feeding back through the steering. Add to this some 5000 photographs of each track to aid in the rendering and to get every color and feature accurate. Even to the detail of billboards and signs ... which eventually could be sellable advertising space from within iRacing. The cars being used are not simply a graphic of the car. Manufacturers were pleased to be asked to join in and they allowed their cars to be scanned and the physical features such as center of gravity all recorded for use in the program. For the very technical minded reader the program is written in C++.

And how does it feel to be in the seat? Very realistic. So much so talking to anybody in the room becomes as difficult as talking while driving around a track. The Logitech G25 wheel and pedal set is the most popular setup. It provides the most bang for your buck. It is a force feedback wheel so you can feel the bumps and cracks of the road (and contact with competitors if you mess up). It is available at electronic retailers, Amazon.com and other websites for under \$250. It also features a working clutch pedal, paddle shifters and an H-pattern shifter. I found my turn in the SR8 produced sweat and concentration. My palms and body reacted as if I was in a car and at speed. I managed to go faster and faster. Just as I was getting accustomed to the SR8 and Lime Rock I had a spin at Big Bend. I went gathering tulips by the Jersey barrier.

If you are as bad as I proved to be you can go online and chat with more experienced drivers. Already some famous names are using iRacing and will respond to questions. A real community is growing and it has a sanctioning body called "FIRST" (Federation of International Racing Sanctioning and Trust) with a Chief Steward. There are rules to be obeyed and points to be lost if you mess with the rules. You must be serious about what you are doing when using the system. Good safe driving is encouraged. Keep your wheels on the track, don't hit people. You can race with the professionals and you can even replay the session of the professionals and learn from them. You can talk to the drivers you are racing against.

And, as I reflect on my initial "ride" in a Porsche Spyder I have told Jay if they simulate a Spyder on the system I will buy the rig. On further thought I realize I need to design my own seat to imitate the Spyder and get the butt to pedal dimensions right. With that, and the instruments at the right distance from

my eyes ... wow factor increased again. I want one. I think I will start on this project.

And as we go to press the following note came from Jay:

September 27, at Porsche of Nashua, an open house with Pizza and the sim module. Details will follow and will be announced in *Northlander* and our web site.



The Logitech G25 wheel and pedal set is the most popular setup. It is available at electronic retailers, Amazon.com and other websites, for under \$250. It also features a working clutch pedal, paddle shifters and an H-pattern shifter.

Tracey is being coached around Lime Rock by Jay.

David in the SR8 ... just moments before the embarrassing spin.

Photos by Steve Potter

... continued from page 5

Peering out of my "windshield" I could see the track ahead: every turn, every hill, every vantage point that I would see if I was on that hot pavement in Connecticut that very minute (though I'm glad I was not!). I saw billboards and vehicles parked outside of the track, all of which were no doubt there on the day the iRacing laser scanner shot the footage.

The combination of feeling the steering wheel feedback, seeing the track zip by at speed and hearing the engine rev and the tires squeal caused me to feel a bit dizzy on the first lap. My body was sitting in the stationary seat in Bedford, MA, but my eyes, ears and fingers were in a Pontiac Solstice at Lime Rock Park. This physical versus sensory stimulus only took a couple minutes to get accustomed to but it made me think that if a simulator can create that sort of "sensory deception" iRacing may have achieved their goal of giving a real world feel to a computer program.

After a couple laps it was David's turn. His experience was similar but with the added perspiration on his brow. He was ready to get himself a pod and subscribe right on the spot!

As we drove home a million thoughts went through my mind about our chat with Kevin and Jay and our brief seat time. What a brilliant technology! Here is a state of the art motorsport simulator using actual tracks and vehicles with plans to add more as time and funds allow. The subscriber can race with other subscribers all over the world and know who they are because names of everyone on the track appear on an onscreen bar. There's even a community forum for subscribers to communicate. The subscriber can race any hour of the day, every day, on any track with any vehicle without leaving home. That means no gas used, no traveling time, no wear and tear on the vehicle, no garage fees! And for those subscribers in the northern climates, they can race even in January. When it's negative twenty degrees Fahrenheit and there's a blizzard outside. And all this for \$20 per month. There aren't many things these days that can entertain and educate at the same time for that little money.

Right now iRacing has a few thousand subscribers who were privately invited. The public launch of iRacing is September. Kevin and Jay anticipate between 20 and 50 thousand subscribers after the public launch. With that revenue it's hoped that more tracks and vehicles will be scanned (Kevin said subscribers are already buzzing

about wanting Nürburgring). Kevin and Jay will continue to travel with their pods to train instructors and demonstrate iRacing's benefits. In fact they're planning an NCR social event this fall to show members hands-on how extremely effective this equipment is to "practice in the virtual world, win in the real one."



PARADE TECH QUIZ

... continued from page 4

Which component is NOT a part of the Porsche Stability Management System (PSM)?

- a) Wheel speed sensors
- b) Steering Wheel position sensor
- c) Roll velocity sensor
- d) Brake pressure sensor

By the end of 1965, the 912 was outselling the 911

- a) True
- b) False

Which model was the first Porsche designed completely from scratch?

- a) 356
- b) 911
- c) 914
- d) 928

Model Specific Questions (1990-98 911 and all variants)

(I only knew 3 answers for sure in this section, but guessing got me 5 more by chance out of the 15 total.)

The difference between the "min" and "max" marks on the engine oil dipstick for the 1992 Carrera 2 is:

- a) 1.0 liter
- b) 1.5 liter
- c) 1.7 liter
- d) 2.0 liter

What is the windshield washer fluid capacity for the 1997 Carrera 4S?

- a) 4 liters
- b) 5 liters

- c) 6 liters
- d) 7 liters

What is the displacement of the 1992 Turbo engine (in cubic centimeters)?

- a) 3600 cc
- b) 3582 cc
- c) 3400 cc
- d) 3299 cc

Tie Breakers

(I got 11 of these right, but 7 were good guesses out of the 15 total.)

What is the correct number of PCA Charter Members (those who joined by January 31, 1956)?

- a) 64
- b) 127
- c) 189
- d) 203

Which Porsche driver raced motorcycles under the pseudonym "Henry Mushman"?

- a) Charlie Kemp
- b) Randy Probst
- c) Jonathan Williams
- d) Steve McQueen

When calculating the compression ratio, what values are not needed?

- a) Volume of the cylinder head
- b) Volume around the piston dome
- c) Volume of the piston
- d) Cylinder diameter

Answers are on page 40



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THE TOTALLY UNTECHNICAL SIDE OF AN AUTOCROSS

Barb Talbot

Loon Mountain 1992. A chalk line drawn on the parking lot pavement. A stopwatch. The muffled pounding of my heartbeat from within my helmet was much like my memory of the silence deep inside a snow bank. Someone yelled, "Ready. Set. GO!" I pointed the car towards the sea of orange waves (I mean, cones) and prayed that instinct would see it through to the other shore, hopefully without leaving behind a trail of overturned reminders of my inexperience.

This and a couple of similar attempts made up my entire autocrossing history until May of this year. Having snuck in through the back door by (very luckily) winning the door prize of a season of Autocross at last fall's annual banquet, I was happily shamed into re-entering the venue.

If you're looking to read a technical article discussing the finer points of the art of autocrossing, you are "way" in the wrong place. Perhaps someone should request an article by one of the many excellent, seasoned drivers that attend these events; some of them are beyond smooth. When describing some special Scotch that he was enjoying, the character of Col. Sherman Potter in the TV series, *M*A*S*H*, said there aren't enough o's in the word "smoooooth." In this vein, I personally can only describe my autocross driving as "smoth." So take the hint – this is no techie viewpoint.

Our region has made quite a few changes over the years. The 1992 course fit in a parking lot; 2008's is over a mile long. North Country has acquired actual, real-life timing equipment, so that - recorded in black and white for all time - everyone can see to the nano-second how badly someone rode the clutch at the starting gate. Driving times are kept by computer now, ruling out the ol' arguments with the person wielding the stopwatch. Also, there is an actual safety steward, who has

to report even a bandaged thumb to PCA. So things have really advanced in the last 16 years. But the best update, as far as I'm concerned, is the addition of instructors, who can actually shotgun in your car and yell out directions and driving tips along the course, while signaling madly with head, arms, and legs where to turn in, accelerate, or pull over and hang your head.

Along with setting up the center-ops tent, the early morning hours start out with registration (for those who didn't PRE-register, which is way easier); the stowing of the gear, where everyone empties their cars of loose objects and dumps them into a neat (or not) pile in front of their parked car; a tech line to check out the cars for safety items; and the famous "TRACK WALK." To the perverse (kidding) satisfaction of the course designers, all drivers are invited to trek it in advance to figure out where they are likely to screw up along the way. While walking through the path of orange cones, I learned that some of them are actually SUPPOSED to be lying on their sides. There was talk of seashells (or was that clamshells? Clams on the half-shell?). And boxes. And slaloms. And gates. And, by the way, some of those cones out there serve absolutely no conceivable (to me, anyway) purpose, other than to cause confusion. Well, if it makes them happy, they have succeeded. Come on, guys - if it's called a "throw-away" cone, why is it still there?

"If you wanna drive, you gotta work." While certain classes of cars are on the track, the other participants are keeping watch from their worker stations - reporting downed cones and off-courses via radio, waving red flags if there's something dangerous up ahead, and catching the sunburn of a lifetime if not prepared. The sun bears down non-stop (if we're lucky), and it's easy to get so involved in the events of the day that dehydration and sunstroke aren't even on the list of thoughts going through our heads. So the club supplies a couple

of coolers of bottled water (which brings to mind the words "Comfort Castle," one of the biggest oxymorons I know). If a cone is knocked over by a car, there is a 2-second penalty on the driver's time, and a corner worker must reset the cone inside its chalkline boundary. But – DIG THIS – if the cone goes 3 miles in the air and then lands upright with any part of it within that chalk line, it's fair! I personally haven't yet seen this scenario play out, but it must happen, because no one could ever make up a rule like that.

The actual driving part of club events has taken on a much more prominent role over the years, as evidenced by new events like car control clinics, the ever-growing number of instructors and the seriousness of the safety side of things (in the attached picture, note the proximity of cars, people, dogs, and motor homes to the actual driving course). I can't possibly cite all the people who helped out the novice drivers, since I don't remember all of their names and certainly wouldn't want to inadvertently omit a single one of them. Their willingness to hop in a car, explain rules or point out directions was above and beyond the call of duty. So, all in all, I actually felt a shred of competence, and not like the total newcomer that I am (that is, right up until the moment a driver passed by me, honked, and said, "Uh...excuse me...just wanted to let you know that you just drove over your gear").

It's obvious that these drivers have put in a bunch of seat-time to reach their individual levels of expertise. So I guess we just have to keep coming back. I'm assured that the technical parts and the speed will come with time. And, judging by the faces all around that day, I can see for certain that the enjoyment part of it never goes away.



June 1992



The line up, July 2008

Photographs of Autocross by Barb Talbot



Cones, May 2008

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PARADE 2008

August 2008

The following pages contain a series of photographs from PARADE 2008. This is the second part of the series and contains stories and photographs by NCR contributors.



Matt Romanowski caught this shot of the ladies hard at work on Miriam's 944

The following paragraphs are the impressions of parade written by Xana Chauvin.

It was the best of times, it was the worst of times. Just kidding, it was really only the best of times. The Parade in Charlotte was a great time to meet up with friends from North Country and also meet new friends from all over.

I was excited about going to the Parade from the very beginning. I must say that a lot of my friends didn't understand the draw. "A whole week of nothing but cars? Sounds exciting." The sarcastic tone of their voices told me they thought it was anything but. It was hard for me to explain. Matt had gone to 4 parades so far, and over the 2 and a half years we had been together, I've heard stories of the people, the places, and the shenanigans that ensued. I couldn't wait to meet these people. I couldn't wait to be one of them.

Matt and I decided to drive the Mini down. Our goal was to make it in one day. We left Friday at about 9am. Our thought was

that we would miss the morning traffic. On this assumption we were correct. Our logic turned bad when we decided to go I-95 as opposed to I-81. Needless to say, we hit traffic in every city from New York south. A Friday night arrival was not to be. We spent the night in Virginia and made it to Charlotte by noon on Saturday. Then Porsche Parade '08 was underway.

The first major event was the concours on Sunday. Matt, Jay, Jaime and Jim were all working it so they were all out of the room by 7am. I was able to leisurely get ready and made it down for about noon. The first thing you notice, obviously, are the cars. They were beautiful. People had stayed up until 2 in the morning slaving over every last detail - and you could tell. There were hundreds of cars of every year, model and color imaginable. I got to watch Matt judge a little bit, and he explained some of the things that he looks for. He also explained the different categories and what makes a car suitable for which category. We had a couple North Country members in preservation. Jay and Jaime won their class and division, and while Miriam didn't go home with

a trophy, her car looked spectacular. I must say the rear windshield looked especially fantastic. ☺

Monday we had a little bit of a conflict of scheduling. The Gimmick Rally and The Tech Quiz were at the same time. Jay and Jaime were doing the rally and Matt had signed us up for the Tech Quiz. I thought we could both blow off the quiz and the 4 of us could do the rally together. But to my surprise Matt wanted to do the quiz instead. So after much laughter and poking fun at Matt for his dorkiness, Jay, Jaime and I set out for the rally.

After signing in and getting some breakfast, we were ready. Jay was the driver, I was the navigator, and Jaime was in the back reading the questions. It started well. We got an answer for all the beginning questions. Then came "The Split." There came a point in the questions where you could pick either easier questions or harder ones. Depending on which you chose you went a different route. After debating a little bit, we decided to go all or nothing. There were 3 hard questions, and one by one we got them all. We were psyched. We had started the rally not really caring how well we did, and by the end we were basking in the glow of our own awesomeness. We were convinced we had gotten them all. Well, it was not to be. A few wording mistakes with our answers and we ended up with a 16 out of 20. It was alright though. We had so much fun. The Grattons and I make a pretty good team.

I started this out talking about the people I had heard so much about. Well, I finally got to meet them. Prescott Kelly, PCA President was just as nice as Matt had said he was. The infamous Stuart Zeh made an appearance and lived up to all the hype. Russ Wiley, the jewelry man, showed me some stunning pieces he had crafted. And of course, Peter Porsche, who I finally was able to meet at the last banquet. He autographed my name tag, which is displayed proudly on my refrigerator with all of Matt's. Matt doesn't have to tell me any stories from Parade '08, because I was there and it was awesome. Colorado, here I come!



Above: Xana caught Matt and Jay busy inspecting ... above right: Matt's shots of Jay's entry and the Donahue 917



A smiling NCR trio at the concours ... by Jack Saunders



Jack Saunders took these shots on Sunday morning on Tryon Street. From top left: Dick and Helen Kruppa came in to the city to meet with other NCR members and see the show. Four shots by Jack of the eye candy on Tryon Street. And it would seem Jack caught someone in front of the camera who is usually behind the camera.





Tryon Street Concours with NCR people everywhere. Photos pages 34 & 35 by Miriam Dunster and Judy Hendrickson.



Miriam's 944 looking as good as it did in the show room. Henry Hoeh and Maureen Nolan were all smiles.



©Greg Phillips, Porsche Parade 2008

And the best came last ... Nancy, completely shocked, accepts the door prize of a trip to Germany. Ed did not say much but he was smiling a lot.

Photo by Greg Phillips

Our mart has overflowed ...

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... continued from page 9

core group, there were other individuals who played an important role in the start-up of NCR. Among them were Gary Tito and Edgar & Nancy Broadhead, whose past PCA experience and keen experience in all "things automotive" proved invaluable. Inga & Andy Kuerti, Mike Caldwell and Tim Bent also made significant contributions. Their combined efforts were rewarded when on February 13, 1978, the North Country Region charter was signed. A celebration was held on March 18th at the home of Mike & Karen Caldwell, during which Doug I Troyer, Zone 1 representative, presented the charter to the club.

As Michael recalled, 1978 was a very full year of activities for the new region: "We held a Board of Directors meeting every month. We also put out 12 newsletter issues that year as well as the next. It was a new group and we had a lot of enthusiasm. We even held 5 autocrosses that first summer. In addition, we held tech sessions on Sundays. At the time, I owned Pine Hill Automotive and we would invite everyone to come in and work on their cars in the shop. We showed members how to do light maintenance work -- brake pads, oil changes, etc. I think, to some degree, we were a more car-oriented club than the region is now. The club is becoming more social. As the price of new cars keeps escalating, I think you will see more of this. The demographics of the club will continue to change."

Evidence of this shift in interests can be seen by comparing our current calendar of activities with that of Downeast Region prior to the formation of North

Country. Downeast was a family oriented region with a lot of young families with children. Activities ranged from pot luck suppers & cookouts to fall foliage tours and outings. "We did one event, all meeting at Wiers Beach on Lake Winnepesaukee. We held a nearly morning tour along the lakeshore by car, then went for a ride on the steamship Mt. Washington with a special luncheon on the afterdeck." With plans for our annual Clambake & Concours underway as well as preliminary planning for our 10th Anniversary Banquet/combined tri-region rally in November it appears that we may have come full circle in the past 10 years. There's even talk of a Casco Bay cruise/rally in August!

Does this mean that competitive events including autocross and local region driver education sessions are out of the question for North Country as we enter our 2nd decade? Michael felt that stricter insurance laws as well as the tremendous organizing effort required to plan and carry out such events would probably preclude their scheduling in the future. However, the Zone 1 48 hours at Watkins Glen offers excellent on-track instruction, and some of the surrounding regions hold driver education events which are open to us all on a first come, first served basis. But then, the future of North Country is up to you. Ten years ago, Michael Grishman and a handful of autocross enthusiasts wanted a change, so they rolled up their sleeves and went to work. The rest is history!

(Note: Michael later sold Pine Hill Automotive and started Foreign Intrigue, he has now sold that business as well, but still operates a shop at his Berwick home

location under the name of Autosport Northeast. Although he's found ebay a great resource for selling his barn full of used Porsche parts you still stand a good chance of finding what you need there -- like a 1974 911 case -- just ask me how I know.

As far as the speculation as to what the future would bring for NCR, well, by the end of the second 10 years we were hosting a Driver's Ed event at Lime Rock and now at the end of 30 years we host a grand total of 7 DE days at NHMS and co-host a series of away DE events with Northeast Region. In addition we host a 5 event Autocross series along with several rallies, tours, car shows and social activities. We've come a long way baby, from 20 some odd members to nearly 500. Organizations do evolve and times do change, but the adage: the future of North Country is up to you -- the membership is still true. The "old guard" of leadership tires and new blood is needed if North Country is to thrive. If you've not been out to an event, give one a try, if you aren't seeing the type of events you want, let a Board member know what you have in mind. Better yet, volunteer to run or, at least, help run an activity or area of the club. New volunteers are always needed. — Judy Hendrickson

continued on page 40 ...

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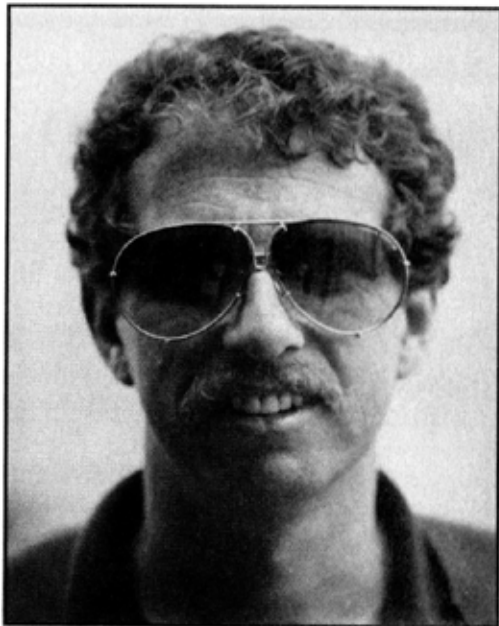


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Our mart has overflowed ... see page 36

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ETW

In the July editorial I wrote an account of my vertigo attack at Hershey. In my presumption that most people reading the article would know my buddy Ellen, and me, I did not give an account which would read properly for people who did not know us. Oops. So I want clarify my oops. Of course Ellen would not walk away and leave me to die. She ran for help. I'll quote Ellen's description of that awful moment here:

In fact, although you were practically passed out and didn't see this. I went pelting down the driveway to find the first Hershey Convention Center employee with a walkie talkie, to call an ambulance! I made a mad dash to get you medical care as soon as I saw you and noticed you were "a bit wobbly on your pins", a whiter shade of pale and none too coherent!

Thanks, Ellen ☺

David

NEXT MONTH

The photos from Lime Rock GP which we did not have space for this month.

Autocross #3 results.

Autocross #4.

DE at NHMS.

DE at Mt. Tremblant.

Maybe photos from Mosport.

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