

NORTHLANDER

NORTH COUNTRY REGION

PORSCHE CLUB OF AMERICA

Volume 32 Number 7

July 2009

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ROLEX AT THE GLEN

AUTOCROSS #2

AMELIA ISLAND 2009

SUMMER TIRES

BARN FIND PHOTOGRAPHS

PORSCHE MUSEUM EVENT

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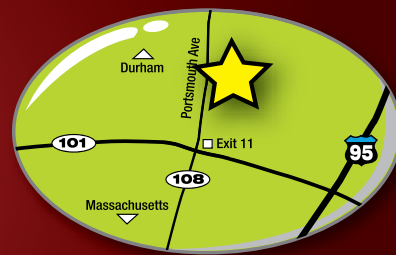


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NORTHLANDER

NORTH COUNTRY REGION
Volume 32 Number 7

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July 2009

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Porsche at The Glen

Statement of Policy

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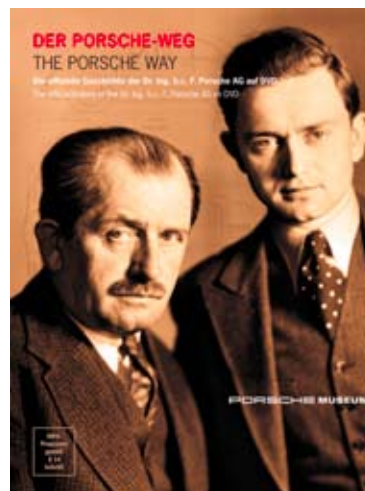
The regular article and Advertising closing date for the Northlander is the 1st of the month preceding the publication month. See page 46 for advertising rates.



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Tech Editor Jack Saunder and Editor David Churcher took a ride in a 911 to The Glen for the Rolex race. They joined Central New York PCA members at Turn 11 for two great days of racing.

See Jack's coverage in this issue.

Photograph by David Churcher

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CALENDAR

6 10 11
14 19
27

JULY 2009 AT A GLANCE

Date/Time	Event Information	Contact
July 6 8am	DE - Mt Tremblant	de@ncr-pca.org
July 10 8am	DE - Calabogie	de@ncr-pca.org
July 11 8am	NER AX - Devens	autocross@ncr-pca.org
July 14 6pm	Board Meeting	president@ncr-pca.org
July 19 8am	NCR AX # 3 - Devens	autocross@ncr-pca.org
July 27 8am	DE - NER at NHMS	de@ncr-pca.org
August 2 8am	NER AX - Devens	autocross@ncr-pca.org
August 5 7am	DE - NHMS	de@ncr-pca.org
August 11 6pm	Board Meeting	president@ncr-pca.org
August 15 8am	Rally / Ramble	rally@ncr-pca.org
August 23 8am	NCR AX # 4 - Devens	autocross@ncr-pca.org
August 29 8am	Zone 1 Autocross	http://zone1.pca.org/
September 9 7am	DE - NER at Watkins Glen	de@ncr-pca.org
September 8 6pm	Board Meeting	president@ncr-pca.org
September 10 7am	DE - NER at NHMS	de@ncr-pca.org
September 13 8am	NCR AX # 5 - Devens	autocross@ncr-pca.org
September 21 7am	DE - Limerock	de@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



Ivy Leonard

'I will have to schedule a doctor's appointment to have this smile surgically removed from my face!'

"Just Driving In Circles!"

How many of you have heard that comment? I've heard it several times. How and where you ask? Well most recently, just the other day I tried to enlist the interest of a few members to participate in our NCR Drivers Ed Days. The reply above was shocking to say the least: Why would we do that when it's just 'driving in circles?'

Oh boy...you can imagine my ears perked, my eyes went to a squint, and the yellow I was wearing went green. I asked 'Where on earth did you hear that?'

'From a friend,' they replied. 'Hmmm, is that so?' After I got over the initial shock I began explaining my experiences and thoughts on DE. I guess I could have gone on for days but, for their benefit, I just summed it up.

I proceeded to explain that DE was not "just driving in circles" but in fact it was much, much more than that. It's learning to drive your car the way a Porsche needs to be driven, taking advantage of its high performance capabilities in a controlled environment. There are not too many locations you can do that without having blue lights suddenly appear behind you, with an officer of the law seeking your autograph on a pink slip! (Yes on occasion I have seen those blue lights behind me, but it has generally been merely an experience of circumstance). Even after just one DE event you will improve your driving ability both on the highway and around town. You will understand the dynamics of your car and how it relates to road and track safety. You will develop skills that will make you a much, much better driver.

A typical event actually begins about two weeks before you arrive at the track. All cars must undergo a technical inspection - in many ways not dissimilar to a state inspection - to assure that your car is fundamentally safe to take to the track. Items checked include wheel bearings,

brakes, brake fluid (when last changed and last bled), and brake lights, among other things, all to insure that your car will be safe for you, and other DE participants. And that inspection is done *without charge!*

The day of the event begins fairly early, with registration opening up between 7:00 to 7:30 AM. Then a second tech is performed on your car, checking brake pads again, lug nut torque, throttle and required safety gear, and by 8:00 you are usually on your way to a driver's meeting.

Driver's meeting is held by the DE Chair, and all drivers are required to attend. Safety is always the central theme, and the rules governing passing, track etiquette, and the use of flags receive a thorough review. All the very important things you must know to assure that your day at the track is safe and fun filled.

Now most drivers head back to their cars... well after grabbing some more coffee! They make final preparations for their first driving session of the day: checking tire pressures, fuel, or just hanging out chewing the fat with other drivers.

The session groupings are based on driver experience, not on how new or powerful a driver's vehicle may be, and are color coded to make control by group easier. The colored groups are Green (Requiring instructors, rank beginners); Yellow (my favorite color - still requiring instructors but may have anywhere between a few events to a full season with instruction in Green); Blue (still runs with Yellow drivers, but signed off to drive without an instructor). Having attained Blue status means that you are smooth in shifting and handling your car, and have demonstrated that you know 'the line' (the most efficient route around the track) and can drive it with good consistency. Following Blue comes White (refined skills in braking,

continued on page 28 ...



David Churcher

Any astute reader of this column might ask at this point if we got lost. No. In spite of our rallying reputation we did not miss a turn ...

Extraordinary people seem to be everywhere. This comment might at first seem like a contradiction in terms. If they are everywhere how can they be extraordinary? Maybe I should rephrase and just say: this last month I have bumped into a large number of extraordinary persons.

I had a good month playing with cars and taking road trips. To Lime Rock for the vintage event and then to Watkins Glen for the six hour event. While returning from Lime Rock I was playing some Aus jazz very loud and suddenly there was silence. Ear splitting silence. I had fried the Alpine. Perhaps it was just a fuse. So next day I was contorted under the dash and could not find an inline fuse nor remove the 10 amp fuse from the Alpine. So off to the local *Auto Sounds* shop in Exeter. While the techie found the blown inline fuse I was in conversation with the manager. The conversation started over me asking why he had a photo of a Daytona Coupe on his desk. Well, half an hour later we had discussed all kinds of automobile stories and visits to races. He related an experience he had at Watkins Glen a few years back: a Porsche driver lifted and the rear went out and then connected to a GT 40 with the result of removing the entire rear suspension of the GT 40. The crew had it repaired over night and were racing again next day. Extraordinary.

Watkins Glen was my trip on the following weekend. Jack Saunders and I climbed in to my 911 and headed off to the sounds of Miles Davis. We had left Jack's 944 behind the fence at Dick Horan's shop. The trip to the Glen was eight and a bit hours and every minute was filled with conversation. It all started over the music ... we are both jazz fans ... and went on

to travel, religion, politics, food, etc. Jack and I are never stuck for a topic. I suppose when one gets to Jack's age one has experienced a lot and has a lot to share. ☺ And later this year we will have more stories. Jack tells me he is off to Lyon, France, to take cooking lessons at Paul Bocuse's restaurant.

Any astute reader of this column might ask at this point if we got lost. No. In spite of our rallying reputation we did not miss a turn. We arrived in the Glen and found the Glen Restaurant where the drivers hung out years ago. The walls were lined with the most wonderful collection of 1960s photographs. Nostalgia flowed and I paused at each picture to acknowledge these most extraordinary men and women.

Friday morning we were up early and having coffee in the motel office with Julie, the manager. Our conversation ran from weather to divorce and on to cars. It seems motor racing is a big thing in Watkins Glen. Julie's 13-year-old son races a four cylinder Mustang. She showed us photographs of the little guy in the car with extended pedals...the next generation of F1 champions is already behind the wheel. Extraordinary.

While our coffee session was in to the second cup a gentleman came in and immediately recognized me as the owner of the 911. I suppose the shirt and hat were a clue. Our conversation went from Porsches to building a Cobra replica. Marc Touma from Niagara Falls, NY has built two and is on the way to a third. One of these builds he was determined to have as original as possible. This meant a can for receiving vented oil had to be found.

continued on page 28 ...

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Lisa Roche

New Members:

Colin Ball
Plymouth, MA – 2006 Cayman S

Reg P. Danboise
Nashua, NH - 2009 911 C4S

Cyrus O. House
Williston, VT – 1988 924S

Gregory R. Osche
Elizabeth Osche
Acton, MA – 2001 Boxster S

Member Anniversaries:

1 Year:

Cray Ball
Virginia Ball
Franconia, NH – 2003 Boxster

Tim D. Cronk
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

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

2Years:

David J. Claypool
Pelham, NH – 2007 Cayman

Charles A. Contarino
Anthony Contarino
Hampstead, NH – 2007 Cayman S

Phil R. Karp
Boston, MA – 2009 Cayenne

Hank Wallace
Lana Tsurikova
Auburndale, MA – 1987 944

Terry L. Wilder
Keene, NH – 2007 Boxster

Frank J. Wilich
Ellen Chandler
New London, NH – 1989 911 C4

5 Years:

James F. Horgos
James A. Horgos
Rye, NH – 1985 911

Joan M. Russo
Jane Beckwith
Sterling, MA – 1995 993

James A. Winner
Donna Winner
Hampton, NH – 2004 Boxster S

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



Jay Gratton

THE ROLLING CHICANE



it is not quite a station wagon and not quite an SUV ...

Back in May I received an email from Tami Lovering who is a saleswoman from Lovering Volvo. The email was an invitation to an open house to experience Volvo's all new XC60. The XC60 would be classified as a cross-over vehicle as it is not quite a station wagon and not quite an SUV, but it has all the qualities of both that one would want. When one thinks of Volvo, obviously the first thing that comes to mind is safety and the XC60 does not disappoint.

Lovering Volvo has dealerships located in Nashua, Concord and Meredith. On Thursday, May 28th Jaime and I headed up to the Concord store in Jaime's Volvo. The event began at 6pm and Jaime and I were there right at the beginning as I was excited to see what the buzz was all about. As one would imagine, where there is a car event there are the Grattons. My parents drove down from Kennebunk in their Volvo as they are beginning the process of looking for a new car for my mom. My Uncle Steve who is the CEO of the Lovering Family Foundation also stopped by to speak with some customers.

As Jaime and I walked in the showroom we were immediately greeted by Roger and Tami Lovering. Roger is the sales manager for Lovering and is a true car enthusiast. There in the middle of the showroom was a stunning XC60 in Terra Bronze Metallic. Shortly after Jaime and I arrived, both my parents

and my Uncle Steve showed up. It didn't take long for the 3 Gratton men to have every door, lid, compartment and hatch open. In fact at one point we were all under it marveling at the all-wheel drive system. A Volvo rep from Volvo Cars of North America looked on in disbelief, as the staff from Lovering was not surprised in the least by our thorough inspection. The showroom had many different displays scattered around from VCNA showing the history of Volvo.

After giving the XC60 an official Gratton inspection we decide to move onto the next part of the evening, The City Safety demonstration. City Safety can help prevent you from slamming into the car in front of you. The laser-based technology continuously monitors the area in front of the XC60 and can brake automatically to help you avoid an accident. City Safety works at speeds from 20-0 MPH and let me tell you that after experiencing it first hand it really does work. Lovering set up a demo with pylons where customers were allowed to drive right at them at about 15 MPH and as you neared the pylons the XC60 went to full ABS brakes and stopped the car before bumping them. It is extremely sudden, but I can assure you it is a much better outcome than the alternative.

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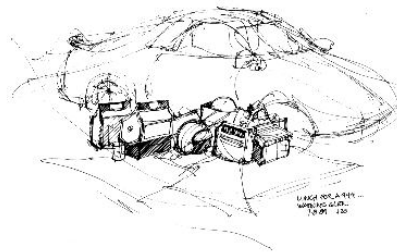


Judy Hendrickson

LOOKING BACK

48 Hrs. at Watkins Glen...The Great Escape!

By Don Osborne



LUCKY FOR A 48 HRS... WITH NO OTHER... 1989

Sketch by Phil G. Gibe



Relaxing between runs, under the Usual G1 sign... Forrest & Dennis Sewall

18 Northlander



The "RTT" group, nose to tail through turn 9.



The "not-enough" group relaxing at Seven Lodge following Saturday's activities. (L to R) Peter Nathan, Don Warner, Don Osborne, Dick Mincewage and George Rief

19 Northlander

It all happened over the weekend of July 7-9. Commencing with North Country's own version of the "Cannonball Run"... to benefit the N.Y. State Police Benevolent Fund (though they could have been more benevolent)... members drove from all points of New England to the small town of Watkins Glen, NY, at the south end of Seneca Lake. The occasion, Zone 1's 15th anniversary running of the 48 hrs. of Watkins Glen driver education event.

While one unlucky driver was "black flagged" on the way due to an illegal lane change, others failed to "brake and downshift" in a timely manner, receiving a 30/80s "caution yellow" and an invitation to make a one-time contribution to the highway beautification program. Juan Adkario even elected, at the last minute, to trailer his 911 Carrera to the event like a real pro. Though his overall fuel consumption for the trip imposed, his cost per mile shot up like the space shuttle. He is reportedly looking for a new team manager.

Following a torrential downpour on Friday night, the weather made a marked improvement. When the sun rose Saturday morning, the sky was clear and the air was cool and dry. We were in for a picture perfect weekend, unlike the record heat wave that plagued last year's event.

Track conditions were ideal and tech lines opened promptly at 7 a.m. Besides Michael Grishman and Ray Aysc, who lead "Bova" in the day before for the instructors' practice session, ten other North Country drivers lined up to have their cars checked and "signed off". Phylla Schler returned this year along with Frank "Juan" Adkario, Dick Mincewage, George & Craig Rief, Forrest Sewall and Ken Brown. Rounding out the group was Peter Sabbo, attending his very first Drivers' Ed event, yours truly (also a "novice"), co-driving the Don Warner 924s, Donna Sewall and "Juan's" pit crew consisting of nephews Tom & Frank Nelson.

Following a short briefing by Zone 1 Rep. Bob Moir and Driving Events Chmn. Chris Kirby, we split up into our respective run groups for a day of fun. Being a novice, I was teamed up with Frank Anticostino, Track Chmn. of Hudson-Champlain Region, and couldn't have had a better instructor. In our discussion I rank drove the first two laps, demonstrating the proper line through the course's 11 turns and covering

I settled on the 48 Hours article because it is an event still being held, a number of our members will be there later this June to participate and enjoy that event once more ...

It was difficult to choose an article to reprint this month. There was a good article in the July 1979 issue by Mitch Manseau highlighting the camaraderie and value of team work in making a technical change to one's car with the help of fellow members. Mitch's efforts to change from a fixed to adjustable sway bar on his wife's 911 during an NCR tech session at Michael Grishman's were enhanced considerably by the expertise of fellow PCAers Gary Tito and Duncan Smith. Note that tech sessions back then were hands on affairs to perform actual work on one's car.

The July/August 1989 issue had a couple of candidate articles, one by Linda Morse about her family's travels and adventures attending the Porsche Derby Weekend hosted by Kentucky Region and the other by Don Osborne on the adventures of NCRers at the Zone 1 48 Hours of Watkins Glen.

The July 1999 issue also had a good column by then President Ellen Beck about her adventures driving Laguna Seca but

discretion about changed relationships then versus now convinced me to leave that one in the past.

I settled on the 48 Hours article because it is an event still being held, a number of our members will be there later this June to participate and enjoy that event once more and perhaps seeing this narrative of the fun and games to be had will inspire some one of them to put pen to paper again to record their adventure AND it's always fun to see pictures of some of our long time members looking back in their "younger" days.

From July/August 1989, Volume 12, Number 4

48 Hrs. at Watkins Glen...The Great Escape!

By Don Osborne

It all happened over the weekend of July 7-9. Commencing with North Country's own version of the "Cannonball Run" ... to benefit the N.Y. State Police Benevolent

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Paul Frucci

DE Update

Just got back from the Zone 1 event at Watkins Glen. Have you ever wondered how many times you can change between rain tires and track tires in a day? I'm here to tell you, it's more than you want to.

We basically had three days of rain, but as is typical of the very localized weather at the Glen, the rain gods constantly teased us with the potential of dry. So here's the scenario, you are out on the track. It's raining. By the end of the run, it stops and the track actually has some dry spots. You come in, the sun peeks through and you quickly jack up the car, put your track tires on. By the time you get to go out again, it's raining. Argh @\$#@#\$%! So you put your rain tires back on. Go out on the track. It's pouring. Rivers of water. You come back in and say "jeez, that was fun." It stops raining. You say, "I'm not gonna be fooled again." But you are. And on and on. I changed tires so many times I need to replace the hydraulic fluid in my floor jack!

Of the three-day event, the only dry sessions were on Friday afternoon during the "instructor only" day. Saturday was a complete wash out. I felt really badly for those who were coming to this great venue for the first time. But, thanks to the fact that the Glen has good garage space, there was a lot of "hangar" driving going on and the weather was so depressing that it actually got to be a joke. It happens. The good news is that driving in the rain is a great way to learn being smooth and to experience what your car feels like at the limit at modest speeds. But enough is enough!

I will say that this weekend underscored the great camaraderie that we all enjoy at these events, as in spite of the rain, we enjoyed our fellow DE enthusiasts' company and good food and libation. Maybe more than we should have. ☺

So now back home for a few weeks to get ready for Mont Tremblant and Calabogie. I just called Calabogie to confirm that their new building is up and running. Jane (who is the manager) said "You guys are gonna love it! We have AC, flushing toilets, showers, lounges. This is living!" I told her to look out, Camp NCR will be invading the premises in a few weeks! Unfortunately, registration for both of these events has been far off the pace of last year, clearly an indication of the economic times. I am of the belief that our local events at NHMS will continue to do well, but as a DE Committee we will need to closely assess the prudence of committing to "long distance" away DE events in this difficult environment. I would welcome feedback from our members on this topic as we start thinking about the 2010 DE season.

After Calabogie we have our joint event with NER at NHMS on July 27th and 28th, and then a one day NHMS event on August 7th. Hope to see you all there!

As always, please I look forward to hearing from you at de@ncr-pca.org. See you at the track!

ROLEX AT THE GLEN

Jack Saunders



This article celebrates the hallmark of the PCA community, "It's the People," complementing the Porsche cars that keep the club thriving. Specifically, though I'm a loyal NCR booster, I feel an intimate part of the Zone 1 family of regions to which this article is a testimonial. And, hopefully revealing to you some very good reasons to attend events like the Porsche Corral at the Rolex-6 Hours Sahlens Race Weekend at Watkins Glen on June 5 and 6, 2009.

The Porsche Corral evolved from the Porscheplatz format (which enjoyed more involvement and support of Porsche of North America) but is currently wholly the responsibility of Zone 1 and the regions in the vicinity of the track where the race is held, in this case Central New York and Finger Lakes Regions.

The catalyst for making my first Corral a memorable success was the "people," namely Joyce and Chuck Gladle and friends and Botho von Bose, our peripatetic Zone 1 Rep who travels far and wide from Toronto to ensure his detailed plans are implemented. The Corral is fast maturing, with Joyce thinking of a barbecue for the next one.

Now back to the beginning! David Churcher and I arrived at Watkins Glen in his old (1984) but purring white 911 after a smooth drive of about 8 hours from Manchester, NH, where another staunch Porsche member, Dick Horan of Precision Imports, kept my 944-S2 safe in his secure parking area over the weekend. The trip through beautiful New England and wine country of New York State seemed faster, maybe because David and I solved many of the world's intractable problems during our animated dialogue. We found our affordable motel overlooking the bucolic scenery and Lake Seneca very comfortable. We relaxed and rewarded ourselves with a delicious Italian dinner with local wine that David, the sommelier, suggested, at the Glen View Motel which is decorated with historic memorabilia of the old Glen races and drivers.

Day 1 - Friday, June 5 - Practice and qualifying for Koni Sports Car Challenge today, plus practice and qualifying for tomorrow's feature Rolex Grand Am plus practice and qualifying for tomorrow's NASCAR world series. So be sure you're rested and ready to witness and absorb the

significance of each phase of qualifying for and running in each race. This is important because incidents occurring during practice impact the qualifying phase and ultimately the starting grid position which has a big effect on the outcome of the race itself.

For example, soon after David and I arrived at the PCA VIP hospitality area called the Corral - located strategically at Turn #11, one of several right before a long straightaway which means the racers have to exit the turn at max speed to get good lap times. We heard noise in the vicinity of the previous Turn #10 which brought out the yellow caution flag, followed by a wrecker. We thought that the highly competitive Rolex series drivers were testing their limits during the practice period and apparently exceeded them. We forgot about the incident, until the PCA Corral was favored by a visit from TRG team drivers. Then we learned from Andy Lally that his GT3 Porsche Cup Car (#67) was rear-ended by a Mazda RX-8 so badly, that after body repairs were made, a detailed inspection revealed the need for extensive chassis straightening which



was scheduled - suddenly - in a nearby precision shop - hoping to fix it for the Rolex Race tomorrow. Meanwhile, Andy Lally, who works out regularly and stays in shape mentally and physically following a rigorous regimen, had to stop worrying about tomorrow's race and refocus on his drive in the Koni Sports Car Challenge in his Porsche 997 (#41). That was great because it gave us something to root for today.

Imagine the stress on Lally! From worrying whether his Rolex Series Car will be ready to start the feature race tomorrow (and hopefully finish it) to concentrating on today's task, a few hours from now, to survive mixing it up with 51 other cars

from the Grand Sport (GS) Series including Porsches and Mustangs and the slower marques in the Street Tuner class like BMW 330, Honda Civic and believe it or not -- a Subaru Legacy.

I believe it's less challenging for a driver to race with cars in the same class as in Formula 1, Indy 500 and NASCAR Sprint Cup versus multi-class series like ALMS, Rolex and Koni, because one class slows the others, necessitating passing, raising the risk for contact.

At this point it's interesting to draw a parallel between the car racing industry and the gas turbine engine and aircraft development business in which I

enjoyed a 37-year career as a design and development engineer.

The two regimes, though striving for very different goals and outcomes, are similar in that they entail the same challenges of taking disparate components and integrating them into mobile systems operating at extreme conditions in hostile environments. For example, in the case of creating a safe, fast, comfortable airliner carrying hundreds of passengers, GE designs, builds and tests a turbofan jet engine (which itself is made of several critical modules like compressor, combustor and turbines, each of which must be tested and improved) which must be certified (via stringent engine tests) before the FAA considers the engine safe enough to propel passengers at high speeds through space. In parallel with the engine development, the aircraft manufacturer, like Boeing, is designing/developing the aircraft itself.

Though the creation of each of the major components of this airliner, namely the engine and the aircraft, are the major efforts and challenges of this system, almost as difficult a technical challenge presents itself in the process of marrying the engine and the aircraft, i.e. creating a happy installation which allows the airliner to operate safely and efficiently over its whole operational "flight envelope."

Now here's the parallel with designing, building, testing a prototype racecar, like Formula 1. The automobile federation that controls F1 racing, issues specifications for the whole car such as weight, as well as for its max allowable power/torque of the engine/motor. Also there are limitations on aerodynamic features allowed such as downforce devices like airfoils/diffusers. The car's chief design engineer and his team take an existing motor and redesign it, or buy a new one. Then the chassis which serves as the main structure supporting the engine, transmission and rest of the power train as well as the all-important driver's "cockpit" that must remain intact and connected to the chassis structure to protect the driver during a crash, while the rest of the car like wheels, body parts, down force wings, etc. fly off the chassis, but the driver is miraculously saved from serious injury (in many cases).

One of the important characteristics that must be determined early on is interaction of the engine and power train with the chassis and the body as well. Testing an engine on a dynamometer is essential to determine power/torque over the whole operating range as well as the fuel

consumption, however it doesn't tell you how it will perform *in the car*. One of the important variables, that can only be measured while the engine is running in the car itself, is the nature of the vibrations being fed from the engine into the chassis (via the mounts) the most powerful mode being "one/rev" of the crank shaft. Even though the mounts are "damped" by various devices, significant energy is transmitted to the chassis. And vice versa. Vibrations generated by the wheels moving over the road causing the chassis to vibrate and transmit energy to the engine (as well as driver in his "cockpit"). An efficient way to determine the nature and effect of these ever-present vibrations is by instrumenting the major components of the car with strain gauges which measure the steady state as well as the vibratory stresses and frequencies to make sure no parts fail from fatigue (as they tend to do during the long distance races at Le Mans and Daytona). The main thing the engineers try to measure and avoid are parts whose natural frequencies fall within the operating range of the engine and car itself. The reason for this is that the high alternating stresses at resonance are repeated so quickly that they fail in a short time in the fatigue mode. In fact Norbert Singer's (the renowned Porsche race engineer "Mr. 16/24" who won 16 world class 24-hour races, i.e. Le Mans and Daytona) race car development programs included "plastering" strain gauges on his critical components and then testing the development models at the track and record the data and/or telemeter it to the engineers in the pit. Then after each endurance race, he would tear down the engine to its component parts, inspecting them with non-destructive, magnetic or chemical means for cracks invisible to the eye. And then continue this never-ending process of pursuing the weaknesses in the car and fixing them -- just like the aircraft industry in which the first production aircraft put into service is not the end of the design and development process but its inescapable continuation.

The reason is that it's either too costly or impossible to simulate the extreme operating conditions to which these aircraft and race machines are subjected, in the factory. In my career at GE, I was fortunate to avoid in-flight catastrophic failures by anticipating incipient problems and quickly responding to them (see previous *Northlander* article on gas turbines) just as Norbert Singer did for Porsche Racing (see my earlier Tech Tactics article).



Page 14: Early morning gathering with our hosts from Central New York PCA and a collection of Porsches from NY, NH, and Indiana. Top photograph by Jack Saunders, bottom photograph by David Churcher.

Page 15: Jack poses with our visitors at Turn 11 ... Hurley Haywood and Andy Lally. Photographs on pages 13 and 15 by David Churcher



Jack's pad and pen were busy for two days. He recorded events in real time.

Another shot of the PCA cars.

And ... Matt doing his last big shoot with the Pentax. He is now a Nikon photographer!

Photographs by David Churcher

Now back to the spectators' real world and the Rolex Grand Prix and Koni Challenge we were witnessing in the relative comforts of the Porsche Corral and its VIP perks of (1) great viewing corner at Turn 11, (2) hospitality tent with shelter, snacks, drinks, big TV screen to watch the race in bad weather and, best of all, (3) the rare privilege of driving Parade Laps at the Glen in your own Porsche. David, who doesn't participate in DE event didn't attempt to drive the classic line (turn-in relatively slowly to late apex [usually] and then track-out fast) so we drove at a slow speed as directed. I didn't mind because I had the privilege of a full weekend there during the 30th anniversary of Zone 1 DE at the Glen. The Corral was also the place to meet some of the World's top drivers. Starting at the top with Hurley Haywood (see Fig. 1), world's foremost long distance racer (feature article on Hurley -- refer to Feb. 2009 *Pano*) who in his 60s drives for Brumos competing with younger star drivers like David Donahue (Mark's son), Darren Law (who did well at his first 24 Hours at Le Mans recently, TRG race teams' Andy Lally (Fig. 2), current points leader in the Koni Series and Christian Maloof, just starting to climb the ladder to stardom from his current role as PCA Chief Instructor and Track Chair and now a new member of Team Freedom Autosports, competing in the Grand Am Koni Challenge Series. Of course all of these racers drive Porsches, promoting our favorite marque.

It's also interesting to note that at several ladder rungs below the aforementioned pros, in our own local PCA regional ranks, resides a young man who surprisingly showed up at the dining hall of the historic Seneca Lodge where our Porsche Corral group was enjoying dinner. He is Michael Tosi, son of Paul Tosi, a very helpful NER AX Instructor who keeps trying to improve my poor AX performance. Though he's busy attending college, he has the innate driving talent and interest which if fully developed might lead to a driving career.

This reminds me that one of the notable contributors to NCR's success, jack-of-all-trades Matt Romanowski, fleetingly appeared with his big telescope camera -- chatted with David and me briefly -- and promptly disappeared to search for prime photo spots around this long (over 3 miles) track. Matt, who was my CCC instructor, also has the skills, I believe, to pursue a racing career.

You might have thought that enough had happened on Day 1, which was just supposed to be the preliminaries

setting the stage for the big Rolex event tomorrow. Well, Friday was topped off with an outstanding performance by Andy Lally with his hard-fought win in the Koni Challenge, despite his worries over whether his seriously damaged Rolex GT3 Porsche could be repaired in time to start and finish in tomorrow's main event.

Obviously, top racers find a way to compartmentalize problems/worries away from their immediate goals: simply win this race, forget all else. That's what Lally did! The Mustangs exchanged leads with him all day until a bad Porsche pit stop put him further behind. But Andy kept pressing them with his Porsche 987 until on the last lap he passed the Mustangs to win.

Day 2 arrives and we're curious to learn whether Andy Lally's GT3 Porsche #67 made it back to the line-up after the emergency chassis repair/alignment last night. Eureka! #67 is back in the race. Until this afternoon we will focus our attention on the morning NASCAR Camping World Series East race because Porsche Factory Team Driver, Patrick Long, is driving a AASCO Motorsports Chevrolet #03. I met Patrick at the Charlotte Parade last year and found him to be a highly disciplined and personable young man who takes his job very seriously to the point that he follows a strict regimen of physical and mental imaging exercises so he can perform successfully in grueling long distance races like 24 Hours at LeMans in which he participated this year. As for the race at hand, Long was exchanging leads especially with Ryan Truex in a Toyota. On the last lap just before the checkered flag, in turn 11, the Corral location, Ryan Truex passed Long and won the race to my disappointment. I soon forgot that loss because I began focusing on the big Rolex event coming up in several hours. Specifically, now that I've met the Brumos Team namely David Donahue and Darren Law in the Porsche Riley #58 and Hurley Haywood and Joao Barbosa, in the Porsche Riley #59 and the TRG Team - Andy Lally in the Porsche GT3(which just returned from the emergency repair shop), I'd know who to cheer on.

Back at the Corral, Botho announced that PCA has been privileged to act as Grid Marshalls to start the Rolex races. I learned this function involved holding high a numbered placard opposite the spot on pit road where the assigned race car must be on the grid depending on qualifying time. I chose my car #18 (means long life in Hebrew numerology) and proudly marched out to my spot. Much to my

surprise I found myself standing next to Andy Lally's # 67 GT3 Porsche. Until I saw Andy's crew chief carefully checking all the fasteners and helping him in the cockpit make final adjustments, I didn't appreciate that this was done on the grid rather than in the garage.

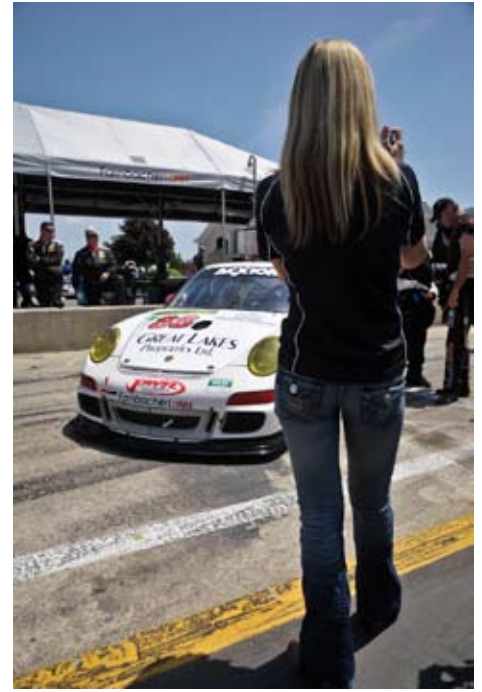
The race started and proceeded uneventfully until Al Gurney in the Pontiac Riley bumped #58. Though the contact seemed minor, it resulted in a failed transmission, outing #58 from the race, leaving #59 piloted by Hurley Haywood and Joao Barbosa for the Brumos team.

Now switching my attention to Andy Lally in the repaired GT3 Car #67, he was running in the middle of the pack until he pitted. No announcement was made on the cause of the pitting. But I assumed it might be due to failure of a part that was damaged in yesterday's accident but the damage went undetected. After quite a few laps #67 did return and finish the race (quite a few laps down). However, the race ended under a yellow caution flag so all positions were frozen, making for an unexciting finish, unlike the other races.

The order of finish in DP Class was Scott Pruett, winner in a Lexus Riley, Hurly Haywood finishing 6th in a Porsche Riley, and Bernhard was 3rd in a Porsche Riley. In the GT class Dirk Werner and Wolf Itenzler of Germany won in a Porsche GT3.

Well, that was quite a finish for a memorable day at the races. We wished our fellow PCA'ers farewell, thanking Botho and Joyce for a great Corral, hoping to congregate again no later than the next Zone 1 autocross at Devens, Mass. on August 29, 2009. Then David and I had another fine Italian dinner and wine at our favorite restaurant.

The next morning, we cruised along the original Glen course that winds its way from the Glen Town Hall, past the Seneca Lodge up through a winding wood road to the famous stone bridge and then down towards town along Lake Seneca. Our trip home was less chatty and thankfully uneventful getting us back to Manchester in record time. We can both look back to a very rewarding weekend shared with likeminded people that appreciate the finer things in life: the sport of racing fine machinery like Porsches.



In the pits and around the track ... lots to see and photograph.

*Photographs by
David Churcher*

Porsche Dealers Have the Performance Tires You Need

Decades of engineering excellence and racing heritage are designed into each Porsche vehicle. All of the technology and innovation has to work through the four small contact patches that allow the performance potential to be realized. Many vehicle owners forget that these four critical performance points are so important to their driving expectations, pleasure and safety. Your Porsche dealer can assist in selecting the correct N-Spec tire for your vehicle. By installing Original Equipment N-Spec Porsche approved tires, you will keep your Porsche safe, secure and operating as designed and continue to enjoy the Porsche experience for miles to come.

Design and Testing

Porsche designs and manufactures some of the highest performance vehicles in the world. Because of the essential role that tires play in vehicle performance, Porsche has integrated tires into the design process throughout vehicle development. Porsche Original Equipment tires must successfully pass the tire companies' laboratory tests, road tests and race track evaluations to confirm that the prototype tires meet Porsche's noise, hydroplaning, handling and high-speed durability requirements. Only upon successful completion of these tests will tires be released for production.

Branded as N-Spec

Production tires that have passed all of the tests and received Porsche's engineering department's release can be branded with an N-Spec. The N-Spec brandings include: N0 (N-zero), N1, N2, N3, N4, N5 or N6. These markings on a tire's sidewall clearly and permanently identify them as approved by Porsche for their vehicles. The N0 marking is assigned to the first approved version of a tire design. As that design is refined externally or internally, the later significant evolutions will result in a new generation of the tire to be branded with N1, N2, N3, etc., in succession. When a completely new tire design is approved, it receives the N0 branding and the succession begins again.

Replacing N-Spec Tires

If a vehicle was originally delivered with N-Spec tires that have been discontinued and are no longer available, it is recommended to replace all four tires to a higher numeric N-Spec design appropriate for that vehicle.

In case of tire damage such as cuts, punctures, cracks or sidewall bulges that cause a single tire to be replaced for safety reasons, the remaining matching tire on that axle must not exceed 30% wear. If the remaining tire has more than 30% wear from new, it should also be replaced. This rule applies to all four tires on all-wheel drive vehicles. Handling inconsistencies may result if this is not done.

Original Equipment N-Spec Tires



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Tires

Porsche Approved
Original Equipment

Spring/Summer 2009

Boxster/Boxster S (1987) and Cayman/Cayman S



Tire Manufacturer and Model	N-Spec
205/55R-17 Front & 235/50R-17 Rear	
Continental ContiSportContact 3	N1
Continental ContiSportContact 3	N2
Michelin Pilot Sport PS2	N0
235/40R-18 Front & 265/40R-18 Rear	
Bridgestone Potenza RE050	N0
Bridgestone Potenza RE050	N1
Continental ContiSportContact 3	N1
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport PS2	N4
235/35R-19 Front & 265/35R-19 Rear	
Bridgestone Potenza RE050	N0
Michelin Pilot Sport PS2	N1
Pirelli P Zero	N2

Boxster/Boxster S (1986)



Tire Manufacturer and Model	N-Spec
205/55R-16 Front & 225/50R-16 Rear	
Bridgestone Potenza S-02 A	N3
Michelin Pilot Exalto PE2	N0
Pirelli P Zero System Asimetrico	N3
205/50R-17 Front & 225/40R-17 Rear	
Bridgestone Potenza S-02 A	N4
Continental ContiSportContact 2	N2
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport Rib	N2
Pirelli P Zero Rosso Asimetrico	N3
225/40R-18 Front & 265/35R-18 Rear	
Continental ContiSportContact 2	N2
Michelin Pilot Sport Rib	N1
Pirelli P Zero Rosso Asimetrico	N4

Early 911/944/964/993

Tire Manufacturer and Model	N-Spec
195/65R-15 Front & 215/60R-15 Rear	
Pirelli P6000	N1
205/55R-16 Front & 225/50R-16 Rear	
Bridgestone Potenza S-02	N3
Michelin Pilot Exalto PE2	N0
Pirelli P Zero Rosso Asimetrico	N3
205/50R-17 Front & 225/40R-17 Rear	
Bridgestone Potenza S-02 A	N4
Continental ContiSportContact 2	N2
Michelin Pilot Sport PS2	N3
Pirelli P Zero Rosso Asimetrico	N3
225/40R-18 Front & 265/35R-18 Rear	
Bridgestone Potenza S-02 A	N3
Continental ContiSportContact	N2
Pirelli P Zero Rosso Asimetrico	N3
225/40R-18 Front & 285/30R-18 Rear	
Bridgestone Potenza S-02	N2
Continental ContiSportContact	N2
Michelin Pilot Sport PS2	N3
Pirelli P Zero Rosso Asimetrico	N4

Carrera (1996)



Tire Manufacturer and Model	N-Spec
205/50R-17 Front & 255/40R-17 Rear	
Bridgestone Potenza S-02 A	N4
Continental ContiSportContact	N2
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport Rib	N2
Pirelli P Zero Rosso Asimetrico	N3
225/40R-18 Front & 265/35R-18 Rear	
Bridgestone Potenza S-02 A	N3
Continental ContiSportContact	N2
Pirelli P Zero System Asimetrico	N3
225/40R-18 Front & 285/30R-18 Rear	
Bridgestone Potenza S-02 A	N3
Continental ContiSportContact	N2
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport Rib	N1
Pirelli P Zero Rosso Asimetrico	N4
225/40R-18 Front & 295/30R-18 Rear	
Bridgestone Potenza S-02 A	N3
Continental ContiSportContact	N2
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport Rib	N1
Pirelli P Zero System Asimetrico	N3
235/40R-18 Front & 295/30R-18 Rear (GT2 & GT3)	
Michelin Pilot Sport PS2	N2
Pirelli P Zero Rosso Asimetrico	N5
235/40R-18 Front & 315/30R-18 Rear (GT2 & GT3)	
Michelin Pilot Sport PS2	N2
Pirelli P Zero Rosso Asimetrico	N5

Carrera (1997)



Tire Manufacturer and Model	N-Spec
235/40R-18 Front & 265/40R-18 Rear	
Bridgestone Potenza RE050	N1
Continental ContiSportContact 3	N1
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport PS2	N4
235/40R-18 Front & 295/35R-18 Rear	
Bridgestone Potenza RE050	N0
Bridgestone Potenza RE050	N1
Michelin Pilot Sport PS2	N3
Michelin Pilot Sport PS2	N4
Yokohama ADVAN Sport	N0
235/35R-19 Front & 295/30R-19 Rear	
Bridgestone Potenza RE050	N0
Bridgestone Potenza RE050	N1
Continental ContiSportContact 3	N1
Michelin Pilot Sport PS2	N2
Pirelli P Zero	N1
Pirelli P Zero Rosso Asimetrico	N1
235/35R-19 Front & 305/30R-19 Rear	
Bridgestone Potenza RE050	N0
Bridgestone Potenza RE050	N1
Michelin Pilot Sport Cup (GT3)	N1
Michelin Pilot Sport PS2	N1
Pirelli P Zero	N2
Pirelli P Zero Corsa (GT3)	N0
Pirelli P Zero Rosso Asimetrico	N1
235/35R-19 Front & 325/30R-19 Rear	
Michelin Pilot Sport Cup (GT2 Turbo)	N0
Pirelli P Zero Corsa (GT2 Turbo)	N0

Cayenne



Tire Manufacturer and Model	N-Spec
236/65R-17	
Bridgestone Turanza ER30	N0
A/S Continental 4x4 Contact	N1
Continental CrossContact UHP	N0
Michelin 4x4 Diamaris	N0
AT Pirelli Scorpion A/T	N0
235/60R-18	
AT Pirelli Scorpion A/T	N0
255/55R-18	
Bridgestone Dueler H/P Sport	N1
Bridgestone Turanza ER30	N1
A/S Continental 4x4 Contact	N1
Continental CrossContact UHP	N1
A/S Goodyear Eagle LS	N0
Michelin Latitude Sport	N0
A/S Michelin Latitude Tour HP	N0
Pirelli P Zero Rosso Asimetrico	N0
A/S Pirelli Scorpion Zero	N0
275/45R-19	
Bridgestone Dueler H/P Sport	N0
A/S Continental 4x4 Contact	N0
Continental 4x4 SportContact	N0
A/S Goodyear Eagle LS	N0
Michelin 4x4 Diamaris	N0
Michelin Latitude Sport	N0
A/S Michelin Latitude Tour HP	N0
Pirelli P Zero Rosso Asimetrico	N0
Yokohama ADVAN Sport	N0
275/40R-20	
Bridgestone Dueler H/P Sport	N0
Continental 4x4 SportContact	N0
Michelin 4x4 Diamaris	N1
Pirelli P Zero Rosso Asimetrico	N1
Yokohama ADVAN Sport	N0
295/35R-21 Cayenne Turbo & GT5	
Continental CrossContact UHP*	N0
Michelin Latitude Sport*	N0
Pirelli P Zero Rosso Asimetrico*	N0
Yokohama ADVAN Sport*	N0

959

Tire Manufacturer and Model	N-Spec
235/45R-17 Front & 255/40R-17 Rear	
Bridgestone Potenza RE71 RFT	N0

Carrera GT



Tire Manufacturer and Model	N-Spec
265/35R-19 Front & 325/30R-20 Rear	
Michelin Pilot Sport PS2	N0

A/S - All-Season Tire
A/T - All-Terrain Tire
*Not approved for 2003-2006 Porsche Cayenne

BARN FIND PHOTOGRAPHS



The event was the 'Double 50' (or something like that). It was late summer 1998 and it was to commemorate the 50th year of both Porsche and Watkins Glen.

Ed Wlodarczyk is a Porsche enthusiast and mechanic. He mentioned to the editor on occasion he had made a trip to The Glen a few years ago for a special Porsche event. Here are a few of the photographs Ed took of what must have been a great event.



Porsche wins “Best New Engine 2009 Award”

Stuttgart. Once again Dr. Ing. h.c. F. Porsche AG, Stuttgart, has been successful in the International Engine of the Year Awards. With its 3.8-litre power unit from the 911 Carrera S models, the sports car manufacturer has underpinned its position in a field of high performance competitors, receiving the coveted “Best New Engine 2009 Award”. For eleven years now, this prize has been awarded by the British specialist journal “Engine Technology International” for outstanding engine characteristics.

With the new flat-six engines featuring direct fuel injection Porsche is raising the sportiness, efficiency and environmental compatibility of the 911 to an even higher level than before. The Carrera S for the first time also comes with Porsche’s new double-clutch transmission (PDK). And despite an increase in power by 8.5 per cent, the PDK models reduce fuel consumption by more than 13 per cent and CO2 emissions by almost 15 percent.

Output of the 3.8-litre power unit in the S-models is up by 30 to 385 bhp (283 kW), pushing the extra-powerful S-version beyond the magic speed barrier of 300 km/h or 186 mph. Despite this supreme power and performance, the new models in the 911 range once again boast a significant reduction of fuel consumption, the 911 Carrera S Coupé with the PDK version offering even greater fuel economy with average fuel consumption of just 10.2 litres/100 km (combined overall fuel consumption to the EU5 standard).

Photograph and text from Presse Porsche

ICE CREAM RALLY 2009

John Leach

Wednesday, June 17, 2009, the weather was more seasonable, compared to the cooler and often damp spring we've had so far. In fact, it was sunny and pleasantly warm - - a perfect day for a small cadre of NCR members to do their part to uphold the tradition of New Englanders eating the most ice cream per capita than any other cross section of the nation (maybe it has something to do with the brevity of our summers, a zest for enjoying simple pleasures, and a plethora of good dairies). Some perennial attendees and a few "newbies" gathered at Porsche of Stratham, to sign the obligatory PCA waivers, and discuss all manner of topics while the group assembled for the planned tour to our destination. True, we could have said, "Just meet at Lago's at 7 o'clock," but what fun is that? We are members of a car club, after all - - a marque that really ought to be driven to be appreciated, and there are some nice driving roads in the area. So that's what we did; in the fashion of prior ice cream runs, the group filed out of Porsche of Stratham playing "follow the leader," and almost immediately turned onto back roads through scenic countryside, passing by a mix of new home construction and long-standing New England vernacular. Although the road was far from Autobahn standards, I think it nevertheless presented interest to drivers with its elevation changes, twists and turns, and changing scenery. The group was led to a favorite "rest stop" of previous ice cream runs at Wallis Sands State Beach where a few hardy folks dared to compare the ocean's water with air temperature, and then had to deal with the dilemma of sand in their car's interiors. After that challenge was met, the group ventured on to the ultimate destination, but once at Lago's Lone Oak Ice Cream, we realized that despite efforts to keep the group following closely behind one another (and having given a sheet of directions and a map to each participant beforehand) that some didn't pull into the parking lot with the rest of us. After a brief (but nevertheless anxious) while, the missing appeared, and all was good. Lago's again offered their overwhelming



Larry at Lago's ... with a "small" ice cream. Photograph by David Churcher

selection of ice creams (and took some of our participants by surprise in the size of their offerings). The "official" part of the social outing concluded when the group finished these wonderful desserts, but a few (still hungry) souls reversed the usual order of meal courses, and ventured northward on Rt. 1 to the nearby 99 Restaurant for additional food, libation, and camaraderie.

This was likely NOT the only Ice Cream Fun Run of the year. Stay tuned for announcements about other trips through interesting countryside to delectable

continued on page 22

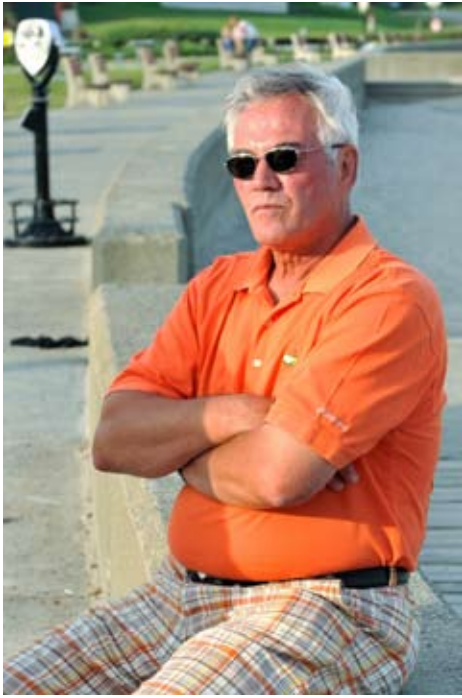


*Ivy is all smiles in anticipation ... John gives clear instructions, and notes too, but Churcher still got lost ... Matt and Xana are happy with the new Nikon ... and Jay indicates he wants **two** scoops.*

Photographs of Ivy and Jay by Matt Romanowski.

Photographs of John and Matt and Xana by David Churcher.





Hank enjoyed the sun and the pause at Wallis Sands ... Xana caught the line up in the rear view mirror ... Xana and Matt smile for the other Nikon ... and the group enjoys dessert before dinner.

Photograph of Hank by Matt Romanowski.

Photograph of the line up by Xana.

Photograph of Xana and Matt by David Churcher.

Photograph of the group by Ivy Leonard.



Just in case you have forgotten what snow is like here is a shot Dave Batal took in December of his new Porsche.



Photograph by Dave Batal





Joe Kraetsch

NCR Autocross #2

All week long, the weather forecast for Devens looked gloomy but by Friday, predictions were looking better for Saturday's autocross. Saturday came and the rain did not. The sun even came out a couple of times during the day and it got pretty warm (we went through over eight cases of water!).

Neither of our regular course designers were able to attend. Guest designer, Rob MacAlpine, with help from Ernie Grasso and Matt Nieman laid down a good challenging course. It was not an easy course. There were a lot of technical elements that you had to get right to get through the next section. Overly aggressive drivers and those who are timid on the brakes found themselves getting pinched and fighting to make it through the next section. Those who were patient through the slow sections were rewarded with faster times.

Once again, we had a lot of walk in registrations resulting in a delayed start. First car off was not until 10:15 but we got four morning runs and four more in the afternoon. We had sixty-six drivers competing in twelve classes including a lot of new (to NCR) drivers and a PCA junior participant, Brandon Mulkern.

A few people had mechanical problems. Matt Nieman and Judy Hendrickson never made it to the start line. Judy was gracious enough to stay for the day and announce for both run groups. Thank you, Judy! I finally got the legendary black car on the road and to an event (mostly because I am still waiting for parts for my engine rebuild for the white car) proving that the black car really does exist. Unfortunately the black car decided that two runs with

a sticking rear caliper were enough, shut down the cooling fans and left a puddle of antifreeze in the paddock. We madly changed the old Hoosiers over to Lisa's 944 and finished the day with her car. The Schnoerrmeister 914 made it through the morning runs before losing a brake line on the first afternoon run. I heard after the event that one of our invited guests also had brake troubles.

I usually try to report on the close races but there were not a lot of them. However, there were some dramatic changes between the morning and afternoon results. Remember, a driver's final score is the sum of their best morning run and their best afternoon run. We ran the same course morning and afternoon for this event although sometimes we have changed the course for the afternoon. In the Novice Class, almost everyone changed positions from morning to afternoon except Ronald Orr, who won both sessions. By definition, Ronald is no longer a novice. Strict Stock also saw a lot of position changes from morning to afternoon. Jeremy Mazzariello had a huge lead after the morning session with Mike Tosi, Dick Demaine, Bill Seymour and Ernie Grasso rounding out the top five—all within a 1.2 second spread. Bill took charge of the afternoon session but could not come close to erasing Jeremy's morning lead (Bill's best morning run included a two-cone penalty) but Bill did move up to second place on the day. Ernie moved up to third, Dick dropped to fourth and Mike could not lay down a clean afternoon run and dropped way down to fifth. In P2, I was only 0.3 seconds behind David Case in the morning but he got faster and I got slower in the

afternoon. Neil Halbert, Bob Canter and Ollie Lucier cruised to wins in P4, P6 and P7 respectively. It looked like Ted Shaw had a comfortable P8 lead over Michael Orsini in the morning but Ted couldn't find a clean afternoon run so Michael erased that lead and took the win. The morning race in Modified looked close until you noticed that Kenny Conway's slight lead was with a two-cone penalty. Ron Mann found three more seconds in the afternoon but Kenny cleaned up one of his runs and sealed the win. Meanwhile Mark Skala dominated the Improved Class while also taking both FTD and top PAX for the day.

Our next autocross is Sunday, July 19. I hope to see you there (but *please* pre-register online and bring lots of water!)

continued on page 27

Results pages 32 and 33

NCR Autocross
#2 Trophy winners
photograph by
Pam Davis



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President

...continued from page 6

smoothness, and consistency in driving the line); Black (considered demonstrating very advanced or expert skill, capable of driving at the level of instructors); and finally Red (the instructor group, highly skilled as drivers, and with the personality and communication skills to relay their experience to others). Instructors are the lifeblood of Porsche's DE program. Just think about it: your instructor, a person you have never met before walks up to you, introduces themselves, climbs into your car – a car that most likely they have never seen before – buckles up and entrusts his or her safety to you, coupled with their ability to guide you around the track safely based on experience and the ability to communicate. They have no steering wheel, no brake pedal. And they have probably just jumped out of another student's car to join you in your session! Remember to thank your instructor next time!

Now...for the time on track – our home course, New Hampshire Motor Speedway is far from being a circle. We're talking about a road course there: twelve turns in one-point-six miles. There are so many turns that some have called it a huge Autocross course. It is a great track to learn on. You learn braking, shifting, and the importance of vision (looking ahead), because the turns come at you quickly. You follow what is called the line, which brings you around the track smoothly and efficiently. Easing into turns, shifting before the up hill, getting your breaking done before the turn in. The excitement of taking your first pass signal and responding with a small nod or wave. Even offering up that first pass signal is great. So much to learn, every moment is exciting. The four twenty to twenty-five minute sessions that make up that first day are unforgettable. I will never forget Peter C's first DE event...when asked how he liked it, his reply was priceless: 'I will have to schedule a doctor's appointment to have this smile surgically removed from my face!' What a comment!

Come experience a great group of friends you have yet to meet, sharing stories about their cars, helping each other, making newbies feel at home and as one with the group. We call it 'Camp NCR.'

Pop on to our website and check out a few pictures. Maybe those shots will give you that little nudge to encourage signing up for your first DE event. It is not 'just driving in a circle.' Sign up...and sign up soon! See you at the track!

Editor

...continued from page 7

It was found...from an old lawn mower. How did Marc and his partner find it? They searched and found a restorer of vintage lawn mowers (!) who would not sell them the can but only the complete vintage mower. They bought it, removed the can, and left. Extraordinary.

Marc related several stories but I will share just one more. Many years ago, as a young man, he knew of a local gentleman who went off to the Indy 500 every year. His name was Jim. Later they realized "Jim" was Jim Hurtubise. If you want to read up on a colorful and extraordinary person do a Google on Jim Hurtubise.

On to the track. We had bought tickets to be in the Porsche coral at Turn 11. The coral was organized by Central New York PCA and provided us with company, stories, drinks, and a taste of the track. Joyce and Chuck Gladle had things organized to a "T" ... just wonderful ... and when it came time to take our cars out on the track I decided to be right behind Chuck and follow his line. I am not, in case you don't know, a trained driver. Enthusiast, designer, photographer ... yes ... but not a driver. And my bung left foot doesn't help. But this was a taste of the track and not a race. Perhaps a parade at 40 MPH. Chuck had mentioned the pace car driver would not make it too slow. Well, it was not "too slow" by any means and I had a blast. As we hurtled in to each turn I heard a voice: "...late apex, break here, don't lift, foot down here, full throttle up the hill and through the turn ... late apex here ..." Voice in my head? No. It was Jack's.

Central New York PCA can rival NCR for being people people. Oh, they have lovely cars but they are into hospitality and fun just like NCR. At dinner in the Seneca Lodge Chuck told me because of his advanced age he was the historian for the club. So I said I knew another historian who was not old. He asked who. Ellen Beck ... she's not old. He smiled and said: "we know Ellen ..." But of course. It's a small world. Sort of.

We had visitors at our coral. Central NY had organized for some of the drivers to visit us to chat and do autographs. I won't steal Jack's story here ... he will write up

the details in his article for this issue. But I must relate the following: I had just finished my lunch and paused to relax in the sun in my 911 with some music. I dozed off. I was awoken by a flustered Jack racing towards me shouting "David, David ...they are here!" I thought later it was fair revenge for him making me chase him down the street last year at Parade when he went off (in the wrong direction) to find Patrick Long. But who had arrived? It was Hurley Haywood and David Donohue. Real gentlemen, enthusiasts, extraordinary people.

It has been an interesting month for me. I have some other stories but they are not NCR or Porsche related. I will just mention I met some unusual, extraordinary, engineers in Toledo, Ohio. And I will add: we are so lucky we live in New England.

And who would I say is the most extraordinary person of my June 2009? David Brabham. Without a doubt. You might recall in our May issue of *Northlander* I quoted him as saying he would win Le Mans. He did. Those Aussies ... next thing you know they will win Le Tour de France.



The Rolling Chicane ...continued from page 10

Of course my dad and I wanted to take the XC60 out for a test drive so we could put it through its paces. Even though this wasn't part of the event, Tami was happy to put a plate on an Ice White XC60 for us, in fact she even went out to put gas in it knowing we might be gone a while. Four adults easily fit in this nicely sized cross-over. I am 6'4" and I had ample leg and headroom in the back seat. My dad started out driving first and was immediately impressed with the smooth ride, power and brakes. The XC60 comes with a 3.0 liter in-line

six-cylinder engine with twin-scroll turbo putting out 281hp @ 5600 rpm and 295 ft/lbs of torque at only 1,500 rpm. All of this power is delivered through a smooth shifting six-speed Geartronic automatic. After my dad and I switched I had the chance to experience this power getting onto I93 south in Concord. The XC60 has a very smooth power band, because the turbo starts to spool at 1,500 rpms, so the power is there when you need it and pulls nicely all the way until it needs to shift. While our test drive was a short one, the four Gratton's in the car definitely enjoyed the ride and were extremely impressed with the XC60's road manners.

I personally do not see a XC60 joining this Gratton family's garage anytime soon, I would not be shocked if it joined my parents. This vehicle is without question one of the safest vehicles I have ever seen. From the City Safety, to the Adaptive Cruise Control with Distance Alert (ACC), to the Blind Spot Information System (BLIS) just to name a few, this car is loaded with safety features to do what is most important and that is to simply keep you and your passengers safe. It also doesn't hurt that it is fun to drive too!

In my opinion I thought Loving Volvo had a wonderful and informative event. I want to thank Rich and Linda Loving (the owners), Rich and Tami Loving, Volvo Cars of North America and the rest of the Loving staff for a wonderful time. The XC60 is a homerun of a vehicle and I would highly suggest going and experiencing it for yourselves. The only problem I had with the XC60 was that Jaime now wants one, oh well; I wonder how she would feel about trading her Harley-Davidson in on one?

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24th Annual Zone One Autocross



Aug.29-30, 2009 Moore Airfield Ft. Devens Ayer MA

The Event

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Cost

\$60/person early bird-registration until 8/15/09
\$85/person after 8/15/09 or at event
Amounts are for one or two days;
Maximum 2 drivers per car per class;
Dates refer to postmark.

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Refer to Code: "AXPC" for group rate
You must book by 7/28/09 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpca@aol.com
Zone 1 Registrar: Lin Hurd
(607)-564-7517 before 9pm EST
linhurd@hughes.net

2009 Zone 1 Autocross Registration Form Registration Open NOW

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

Entrant: _____ (Car # _____)	Model/year: _____
Co-entrant: _____ (Car # _____)	PCR class: _____
Address: _____	Sat. Dinner: \$45/person x _____ persons = \$ _____
City/State/Zip _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
Phone (eve): _____	Total Amount Enclosed: \$ _____
E-mail: LEGIBLE PLEASE! _____	
PCA Region: _____	Checks payable to: Zone 1 PCA (US Funds Only)

Mail to: Lin Hurd 151 Vankirk Rd. Newfield, NY 14867

NCR Autocross # 2—June 20, 2009

Novice Porsche (PAX Indexed Class)				AM	PM	Total	PAX
1	P9	Ronald Orr	2005 997	95.302	94.697	189.999	164.539
2	P7	Barb Jacques	2001 Boxster	100.632	99.545	200.177	168.749
3	S6	Constantine Brocoum	1989 964 C4	109.643	102.026	211.669	171.028
4	P6	Paul Hohensee	1991 964	103.929	102.438	206.367	172.316
5	S9	Eric Liu	2006 Carrera S	113.935	96.553	210.488	176.388
6	P7	Evan Tong	1996 911 Cabriolet	103.190	106.548	209.738	176.809
7	I6	Geoffrey McGaffigan	1986 944 Turbo	107.856	97.155	205.011	177.539
8	S8	Ben Chang	1999 996	DNF	103.640	DNF	-
Strict Stock (PAX Indexed Class)							
1	S7	Jeremy Mazzariello	2007 Cayman	85.350	86.943	172.293	140.591
2	S7	Bill Seymour	2007 Cayman	91.519	85.862	177.381	144.742
3	S7	Ernest Grasso	2001 Boxster S	92.807	88.677	181.484	148.090
4	S6	Dick Demaine	1988 911	92.321	90.999	183.320	148.122
5	S9	Michael Tosi	2006 Carrera S	88.992	88.727	177.719	148.928
6	S7	Steve Ross	2004 Boxster	93.552	89.181	182.733	149.110
7	S8	Christopher Fahy	1999 911	92.463	90.260	182.723	151.294
8	S8	Geoff Kronik	2007 Cayman S	96.548	93.544	190.092	157.396
9	S7	Mary Chevalier	2006 Boxster	98.351	96.146	194.497	158.709
10	S2	Miriam Dunster	1987 944	102.411	97.353	199.764	159.012
11	S9	David Grant	2007 GT3	99.540	98.304	197.844	165.793
Production 2							
1		David Case	1987 944	87.397	86.239	173.636	142.902
2		Joe Kraetsch	1989 944	87.724	88.572	176.296	145.091
3		Lisa Roche	1989 944	90.182	89.097	179.279	147.546
4		Bill Aubin	1984 944	99.159	95.246	194.405	159.995
5		Guile Wood	1983 944	103.309	97.343	200.652	165.136
Production 3							
1		Mark Schnoerr	1974 914	82.405	DNF	DNF	-
2		Sigrid Schnoerr	1974 914	84.429		DNS	
Production 4							
1		Neil Halbert	1990 944S2	85.642	92.676	178.318	148.895
2		Georges Rouhart	1993 968	89.809	94.231	184.040	153.673
3		Laurence Day	1985 944S	95.618	95.264	190.882	159.386
4		Jack A. Saunders	1990 944S2	115.618	121.204	236.822	197.746
Production 6							
1		Robert Canter	1984 Carrera	89.510	87.569	177.079	147.861
2		Brian Lay	1986 911	90.994	88.889	179.883	150.202
3		Chris Ryan	1984 911 Carrera	90.952	89.745	180.697	150.882
4		Chris Lovell	1986 911 Carrera	93.134	90.430	183.564	153.275
5		Jeff Johnson	1987 911 Carrera	95.022	93.213	188.235	157.176
6		James Wogan	1993 RS America	96.190	95.277	191.467	159.875
7		Steven James	1988 911	DNF	97.022	DNF	-
Production 7							
1		Oliver Lucier	1998 Boxster	81.243	81.497	162.740	137.189
2		Chris Jacques	2001 Boxster	85.181	83.226	168.407	141.967
3		John Leach	2000 Boxster S	DNF	94.047	DNF	-

Production 8							
1		Michael Orsini	2008 Cayman S	89.593	89.315	178.908	153.145
2		Ted Shaw	1999 996 C2	88.089	91.426	179.515	153.664
Improved (PAX Indexed Class)							
1	I3	Mark Skala	1970 914-6	79.317	79.836	159.153	135.757
2	I6	Charles Stromeyer	1997 993 Turbo	87.178	84.051	171.229	148.284
3	I3	Steve Smith	1983 944	97.772	93.291	191.063	162.976
Modified (PAX Indexed Class)							
1	M5	Kenny Conway	1992 964 Carrera cup	84.013	79.599	163.612	146.105
2	M4	Ron Mann	1970 911	85.355	82.614	167.969	148.820
3	M5	Ken Conway	1992 964 Carrera Cup	104.310	DNF	DNF	-

Top Times Of Day	Time	Driver
Raw time	159.153	Mark Skala
Pax	135.757	Mark Skala

AMELIA ISLAND 2009

Miriam Dunster



What can be timeless?

We all can think of items or events that would qualify as timeless. Would you consider a trip one? Or how about a classic automobile? Well what if you combined both of these along with meeting some very interesting individuals. This is exactly what happened when Ivy and I made arrangements to attend the 14th Annual Amelia Island Concours d'Elegance on Sunday, March 15, 2009. Now that I wrote that statement and you are aware of the current date you are probably wondering why this article is in this edition of the *Northlander*. Is it a mistake of the editors? No, it is not. This commentary is published now to recap an event that should be considered by any automobile enthusiast.

Since this was Ivy's second trip to the show I relied on her knowledge and the contacts that she developed from within the Florida Crown Porsche Region to assist in the planning process. The initial comment received from Ken Perry was "just get here and we will get you around" which turned out to be a very honest statement. Of course when you leave a state where the temperature was -40°F and arrive a few hours later to a state where the temperature is over 70 and sunny it is going to be a great day. Then add FCR region arranging private airport arrival services of Bobbie and her husband Chuck

which included Bobbie waiting as we took the corner with an "IVY" sign which must have seemed like a déjà vu event for Ivy. The car this year was a donated Porsche Cayenne which seemed appropriate for a Regional President and Past President.

Saturday's car auction was in full force when we arrived at the host hotel. The scene was select vehicles parked on the grass surrounding the auction tent with the auctioneer's voice cascading over the scene for those that did not have tickets for the auction tent. Listening to the bidding on vehicles while walking around some of the auction items was an enlightening experience from a car collection perspective. Ivy and I both found cars that if we had sufficient funds we would have attempted to begin collecting.

As I stated earlier we met interesting individuals during the weekend, some of them were insiders to the FCR and some were not. Larry was a 65-year-old gentleman who needed to take a rest for a few minutes when we met him. Both Ivy and I were a little concerned for his health when he first asked if the chair was available. After he had time to catch his breath the conversation started and it continued for over an hour. We learned that he was a book writer who was here to work on his newest concept regarding the Jaguar British Leyland racing series.

We learned that Larry lived behind the iron curtain for a number of years working on an agricultural contract, owned two Porsches, a 924 and 928 at one time, and seemed to play a role of relationship advisor to both of us. It is amazing what people will share when you enter relaxed conversations. We enjoyed the time we spent with Larry and look forward to finding his new book at the local bookstore or online in the future.

The actual day of the Concours was overwhelming for this novice. The greens of the golf course held great examples of Duesenberg, Bugatti, Auburn, Cadillac, Rolls Royce, Mercedes, Jaguar, and Porsche. We even found a number of New Hampshire owners displaying something from their collections. My knowledge of automobiles is not that extensive and there were a number of cars that neither Ivy nor I ever heard of. It is amazing what you can learn. I do hope that our editors select some photos of the rare vehicles for this edition of *Northlander*.

Ivy and I would highly suggest to any automobile enthusiasts try to attend shows of this type if they can no matter where they are in this country.



Photographs from the 2009 event by Miriam Dunster and Ivy Leonard

Press-Information

Porsche Museum Presents Special Exhibition of Rare VW Beetle Prototypes

Seventy-Five Years Ago: Porsche Receives the Order to Construct the Volkswagen

Stuttgart. 22 June 1934 was not only one of the most important days in the early corporate history of the Company now known the world over as Dr. Ing. h. c. F. Porsche AG, Stuttgart, but also the day that changed the history of the entire automotive industry: It was on that day that "Dr. Ing. h.c. F. Porsche GmbH, Konstruktionen und Beratung für Motoren- und Fahrzeugbau" received the go-ahead from the "Reichsverband der Automobilindustrie (RDA)" (the Association of the German Reich of the Automotive Industry) to construct and build the Volkswagen.

In those difficult economic times, automobile constructors had had the idea time and again to build an inexpensive car for the population at large. One of them was Ferdinand Porsche who, in the course of his career, had constructed no less than seven compact and small cars for various manufacturers. As the ultimate result of these projects in

terms of technology and design he finally developed the Volkswagen concept in 1933, presenting the car to the Reich Ministry of Transport on 17 January 1934 in his "Study for the Production of a Germany People's Car" (quite simply, the "Volkswagen").

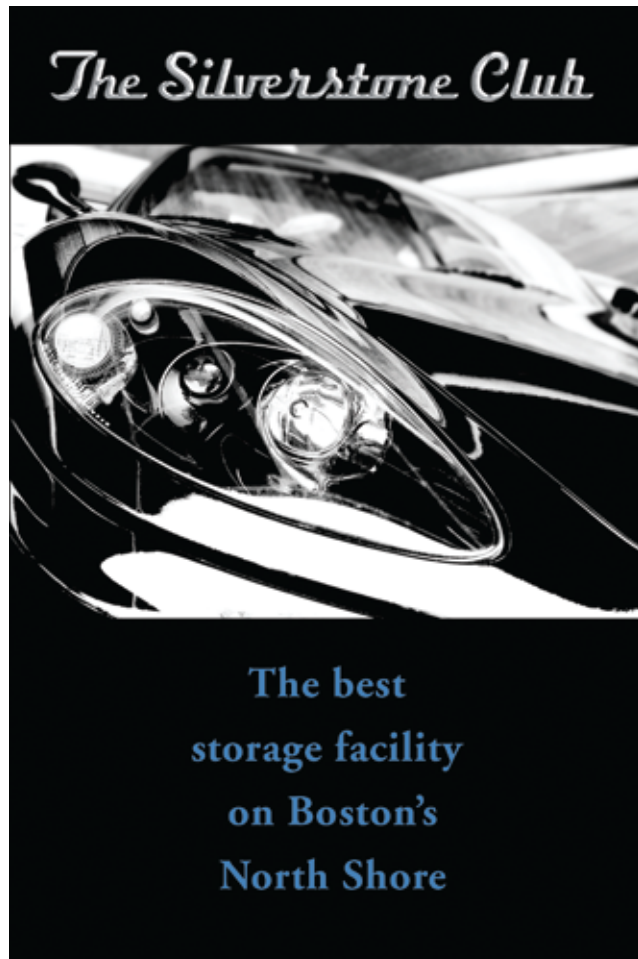
At the end of the day the political leaders back then were also convinced of the concept Porsche and his constructors had developed. So five months after submitting the study, Dr. Ing. h.c. F. Porsche GmbH received the order to develop the car at the initiative of the Reich Government. And while the original agreement was to build only one prototype of the Volkswagen, the RDA increased the order on 7 December 1934 to three cars assembled in the garage of Ferdinand Porsche's private residence.

The first Volkswagen prototype, the V1 (V = Versuchswagen or Test Car), was ready to go almost exactly a year after the official development brief, Ferdinand Porsche presenting the saloon to an RDA Technical Commission on 3 July 1935. The second test car, a convertible code-named the V2, set out on its maiden trip on 22 December 1935.

After construction of three further Volkswagen prototypes code-named V3 had started in February 1936, resistance to the project began to build up in the RDA. Quite simply because, with its central tube frame, the torsion bar suspension invented by Porsche and the air-cooled four-cylinder boxer engine at the rear, the Volkswagen was now seen – and feared – as a serious competitor to existing models. A further series of 30 prototypes (VW30) was nevertheless built in 1937 by the then Daimler-Benz AG and tested in a large-scale trial covering a total of 2.4 million test kilometres.

Contrary to the first idea to build the Volkswagen in a joint venture of German car makers, the Reich Government decided on 4 July 1936 to build a separate plant for the new car, the Volkswagenwerk. So the "Gesellschaft zur Vorbereitung des Deutschen Volkswagens mbH" or "Gezuvor" for short (the "Company for Preparation of Deutsche Volkswagen Ltd") was established on 28 May 1937.

As one of the three managing directors of Gezuvor, Ferdinand Porsche received the



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official order for the technical development and planning of the future production plant, with construction work starting in May 1938 in the small town of Fallersleben, now Wolfsburg.

On two study trips to the USA, Ferdinand Porsche gained the latest know-how on modern automobile production and the rules to be observed in the production process.

By the second half of 1938 the prototypes, now having reached the level of VW38, had achieved a point in the development process hardly different from the subsequent production model. So now potential purchasers were able to save five reichsmarks a week for the Volkswagen in the meantime rechristened as the "KdF-Wagen" forming part of the German Reich's "Kraft durch Freude" or "Strength through Happiness" strategy.

Priced at an extremely low 990.- reichsmarks, the Volkswagen was really to be everybody's car, easily affordable for the average purchaser. But due to the War not one of the roughly 340,000 investors reached his savings target and not one single Volkswagen was delivered to a private customer.

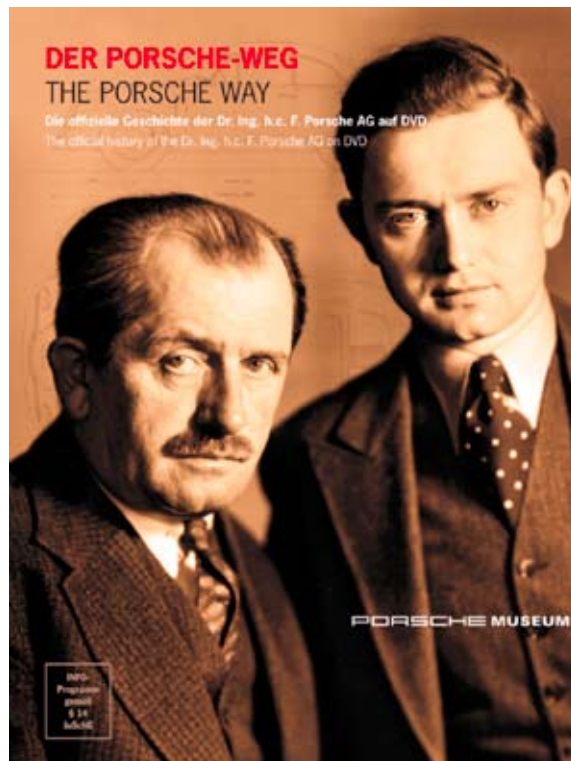
Starting in 1939 Porsche developed further variants of the Volkswagen parallel to the "KdF-Wagen" which were however intended for military use. Indeed, more than 60,000 of the jeep-like Kübelwagen, the amphibian Schwimmwagen, and the higher-ranking Kommandeurwagen (the commander's car), some of which featured all-wheel drive, were built by the end of World War II.

Another model based on the Volkswagen was the Type 64 Berlin-Rome Car built in 1939. This motorsport version of the Volkswagen was developed for the Berlin-Rome long-distance race planned for September 1939 and is acknowledged by car historians as the great-grandfather of Porsche sports cars today. With its streamlined aluminium body and upgraded VW boxer engine, the Berlin-Rome Car reached a top speed of 145 km/h or 90 mph.

Regular production of the civilian Volkswagen started in Wolfsburg in summer 1945 – and bearing the nickname "VW Käfer" or the "VW Beetle", the Volkswagen became as popular the world over as hardly any other car before or after.

The VW Beetle also sets the record in terms of its production life and volume, production of the last VW Beetle still coming off the line in Mexico continuing until July 2003. And accounting for 21.5 million units built, the Beetle is by far one of the highest-production vehicles of all times.

The Porsche Museum is dedicating a Special Exhibition to the 75th anniversary of the order to build the Volkswagen, held from 22 June – 31 July 2009. Apart from detailed information and original pictures from the Historical Archives of Porsche AG, the Exhibition also presents a rare pre-war prototype of the Volkswagen. This very special VW38 from the Volkswagen Foundation Collection was used personally by Professor Porsche, also on many business trips. Another rare car is the prototype of a VW Beetle powered by a diesel engine and built by Porsche in the early 1950s.



Looking Back

...continued from page 11

Fund (though they *could* have been more benevolent) ... members drove from all points of New England to the small town of Watkins Glen, NY, at the south end of Seneca Lake. The occasion: Zone 1's 15th anniversary running of the 48 hours of Watkins Glen driver education event.

While one unlucky driver was "black flagged" on the way due to an illegal lane change, others failed to "brake and downshift" in a timely manner, receiving a written "caution yellow" and an invitation to make a one-time contribution to the highway beautification program! "Juan" Addario even elected, at the last minute, to trailer his 911 Carrera to the event like a real pro. Though his overall fuel consumption for the trip improved, his cost per mile shot up like the space shuttle. He is reportedly looking for a new team manager.

Following a torrential downpour on Friday night, the weather made a marked improvement. When the sun rose Saturday morning, the sky was clear and the air was cool and dry. We were in for a picture perfect weekend, unlike the record heat wave that plagued last year's event.

Track conditions were ideal and tech lines opened promptly at 7am. Besides Michael Grishman and Ray Ayer, who had "flown" in the day before for the instructors' practice session, ten other North Country drivers lined up to have their cars checked and "signed off." Phyllis Stibler returned this year along with, Frank "Juan" Addario, Dick Minesinger, George & Craig Rief, Forrest Sewall and Ken Brown. Rounding out the group was Peter Sabbow, attending his very first Driver's Ed event, Yours Truly (also a "novice") co-driving the Don Barnes 924S, Donna Sewall and "Juan's" pit crew consisting of nephews Tom & Frank Nelson.

Following a short briefing by Zone 1 Rep Bob Moir and Driving Events Chair Chris Kirby, we split up into our respective run groups for a day of fun. Being a novice I was teamed up with Frank Ambrosino, Track Chair of Hudson-Champlain Region, and I couldn't have had a better instructor. In our first session Frank drove the first two laps, demonstrating the proper line through the course's 11 turns and covering braking and shifting techniques. After a quick stop in the pits where we changed places behind the wheel, it was out on the track again for some quality instruction. By the end of

the day I had a fairly good idea *what* I had to do to be smooth and fast, but doing it *consistently* was the problem. I exhibited most "first-timer" tendencies, but Frank had the patience of a priest. He urged me repeatedly to look deep into the turn, the apex cones and to try to overcome the tendency to want to turn in early. He constantly stressed the importance of being s-m-o-o-t-h on the brakes and gas, "feathering" the accelerator to keep the car balanced as we drifted into each turn. I was having so much fun; I couldn't wait for Sunday's sessions.

When our run groups were completed on Saturday afternoon, we retired to our rooms at the Seneca Lodge for a shower and a little relaxation before returning to the track for the traditional barbecue buffet. Held outdoors, we had a breathtaking view of the southern tip of Seneca Lake and across the valley to the farms on the far ridge. The weather was spectacular and everyone got stuffed and had a terrific time. Talk obviously centered around the day's events and how a second or two could be shaved off lap times. I was content just to come in from each run and turn the car over to Don for his runs without any grass or dirt in the wheel wells!

Once we were all suitably "fed & watered," talk shifted to the rest of the night's activities. Enthusiasm was building for some additional "follow-on" track training, as it came out that "Juan" and his nephews had discovered a local go-cart track earlier in the day. So, without further hesitation, it was down the hill for the running of the 1st Annual NCR Short-track Challenge.

Upon arrival at the track, it didn't take long to discover that of the 10 carts available, some were quicker than others. This led to a modified "LeMans start" as the gate was opened and we sprinted to our chosen cart. When the green flag was dropped, the field took off with much sputtering, muttering and bumping. Tom & Frank Nelson showed the most enthusiasm and it wasn't long before they had perfected the technique of sending opponents sideways into the tire wall and slipping past into the lead. Craig Rief even demonstrated a unique method of turning his cart around following a spin. But alas, the checkered flag fell all too soon and it was back in line again to wait our turn for another run. When we finally decided to pack it in for the night, we had left a lasting impression on the attendants, carts, tire walls and, of course, our wallets. We all agreed that we should approach Bob Moir with the suggestion

that Zone 1 purchase the track for future events.

Sunday proved to be a little more humid and a *lot* warmer. Run groups however ran smoothly and driving techniques and lap times improved. Unfortunately, the last run came all too quickly and gave us cause to reflect on the weekend's experience. Ken Brown's newly completed "track car," though plagued early on by a sticky carburetor float, performed well for its first outing. Dick Minesinger was even treated to a "spin" around the track with Ray Ayer at the wheel of the slant-nose Turbo! While Peter Sabbow and I were the only "novices" from our region, he fared better than I did and, by Sunday afternoon, received his "safe for solo" sign-off for the Watkins Glen circuit. This just proves, once again, that daring youth wins out over middle-aged conservatives!

The most important point to remember was that it had been an enjoyable and safe weekend, with no mishaps, bruised cars or egos. We all left with the knowledge that we could return again next year and share in the fun and marvelous camaraderie enveloped the entire group of Zone 1 members. For those of you that chose not to attend this year, you missed out on a terrific time.



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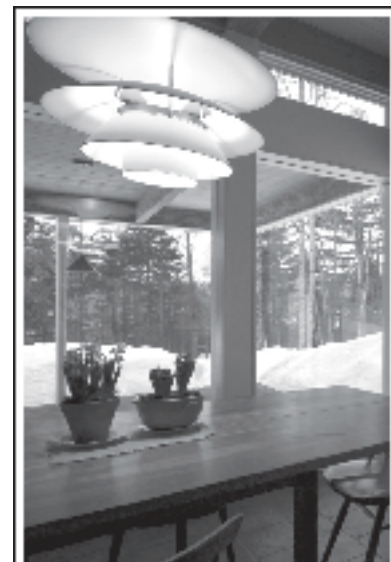
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