

Northlander



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Northlander

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Car

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Asst. Editor

Tracey Levasseur
207-247-3385

Editor

Bill Kallgren
603-882-1693

Advertising

Judy Hendrickson
603-881-7576

Statement of Policy

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BOARD OF DIRECTORS

President

Janet Leach (H) (603) 433-4450 president@ncr-pca.org

Vice President

Miriam Dunster (H) (603) 659-8592 vice-president@ncr-pca.org

Secretary

Doug McIninch (H) (603) 472-8877 secretary@ncr-pca.org

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Past President

Jim Gratton (H) (207) 985-2999 past-president@ncr-pca.org

Membership Chair

Lisa Roche (H) (978)534-0118 membership@ncr-pca.org

Newsletter Editor

Bill Kallgren (H) (603) 882-1693 northlander@ncr-pca.org

Tracey Levasseur (H) (207) 247-3385 northlander@ncr-pca.org

Webmaster

Nick Shanny webmaster@ncr-pca.org

COMMITTEE CHAIRS

Advertising Manager: Judy Hendrickson (H) (603) 881-7576,
advertising@ncr-pca.org

AutoX: Kevin Bobbitt, (H) (603) 429-0244
Joe Kraetsch (H) (603)924-4459, autocross@ncr-pca.org

Car Control Clinic: OPEN, ccc@ncr-pca.org

Charity: Paul Tallo, (W) (603) 594-9696, charity@ncr-pca.org

Chief Instructor: Peter Fail, (H) (978) 448-8496, peter.fail@ncr-pca.org

Concours: Judy Hendrickson (H) (603) 881-7576
Lisa Roche, (H) (978) 534-0118, concours@ncr-pca.org

Drivers' Ed: Bob Pickul & Scott Martineau, (H) 603-329-5928,
driver-ed@ncr-pca.org

Rally: Don Johnson, (H) (603) 569-3337, rally@ncr-pca.org

Safety: Edgar Broadhead, (H) (603) 526-6578, safety@ncr-pca.org

Senior "Advisors": Edgar & Nancy Broadhead, (H) (603) 526-6578

Social: Steve Robbins, (H) (877) 792-7861
Ivy Leonard (H) (603)380-3782 social@ncr-pca.org

Technical: Matt Romanowski, (H) (603) 674-3250, tech@ncr-pca.org

Yearbook: David Churcher, (H) (603)799-4688 yearbook@ncr-pca.org



CALENDAR

JULY

- 1 - Saturday **NCR -AX #3**
Ft. Devens, MA autocross@ncr-pca.org
- 2 - Sunday **NER -AX #2**
Ft. Devens, MA www.porschenet.com/auto-x.html
- 9 - Sunday **Porsches in the Park**
Greeley Park, Concord Street
Nashua NH charity@ncr-pca.org
concours@ncr-pca.org
- 11 - Tuesday **NCR Board Meeting,**
Cat 'n Fiddle, Concord, NH president@ncr-pca.org
- 21-23 - Fri-Sun **NCR/CVR, NHIS**
Loudon, NH driver-ed@ncr-pca.org
- 22 - Saturday **Charity Laps**
NHIS, Loudon, NH charity@ncr-pca.org

AUGUST

- 5-7 - Sat-Mon **NCR/CVR DE, LCMT**
Mont Tremblant, Canada driver-ed@ncr-pca.org
- 6-11 - Sun-Fri 51st Porsche Parade, Portland, OR Portland Region
- 8 - Tuesday **NCR Board Meeting,**
Cat 'n Fiddle, Concord, NH president@ncr-pca.org
- 26 - Saturday **NCR -AX #4**
Ft. Devens, MA autocross@ncr-pca.org
- 27 - Sunday **NER AX #3**
Ft. Devens, MA www.porschenet.com/auto-x.html

SEPTEMBER

- 2-3 Sat-Sun Porscheplatz during ALMS
Mosport <http://zone1.pca.org/>
- 7 - Thursday **NCR DE**
Lime Rock Park, CT driver-ed@ncr-pca.org
- 7-10 - Thrs-Sun *PCA Escapes to the Finger Lakes, NY*
<http://zone1.pca.org/>
- 12 - Tuesday **NCR Board Meeting,**
Cat 'n Fiddle, Concord, NH president@ncr-pca.org
- 16 - Saturday **NCR - AX #5**
Ft. Devens, MA autocross@ncr-pca.org
- 17 - Sunday **NER AX #4,**
Ft. Devens, MA www.porschenet.com/auto-x.html
- 30 - Saturday **Tech Session - Topic and Location TBD**

Note: Please watch this space or check the website at www.ncr-pca.org for any changes to the club calendar.

FROM THE DESKTOP

By: Tracey Levasseur - Editor



Since my other half and I are car nuts it was only natural that we would see Disney-Pixar's new movie *Cars* on opening night. Although this is a rated G movie and we don't have kids we didn't feel out of place in the theater. This was probably because the movie, like *Shrek*, has elements to entertain children and adults. And like *Shrek*, *Cars* needs to be seen more than once to catch all the little jokes and more "adult" details. What is nice is after viewing *Cars* once I can say I have no problem watching it over and over to catch what I missed.

The action begins at the opening of the movie with the final laps of the Piston Cup car race. Our hero Lightning McQueen (voice of Owen Wilson), a flashy red rookie car (think new Ford Mustang) capable of 200mph is pitted against veteran car Hick Chicks (voice of Michael Keaton) and crown jewel of the racing circuit The King (voice of Richard Petty). They finish in a three-way tie forcing a re-match in California the following weekend. It's on the way to that fateful race that Lightning's adventure begins.

Unexpectedly detoured in the sleepy town of Radiator Springs, Lightning meets such diverse characters as Sally Carrera (2002 Porsche, voice of Bonnie Hunt), Dr Hudson (1951 Hudson Hornet, voice of Paul Newman), a low rider named Ramone who changes color every day (1959 Impala, voice of Cheech Marin) and a tractor-tipping tow truck named Mater (as in Tow-Mater, voice of Larry the Cable Guy). Each character, in his or her own way, forms a bond with Lightning, but of course it's Sally who

attracts him most. At first she appears aloof by his attitude but the fact of the matter is she also likes "Stickers" and all it took was for him to notice the pinstripe "tattoo" on her rear deck. Then she was smitten. Probably the only car in Radiator Springs that could keep up with him, Sally takes Lightning on a spirited jaunt along scenic back roads encouraging him to see the beauty around him. He realizes at that moment there's more to life than fame, sponsors and groupies.

Director John Lasseter (*A Bug's Life* & *Toy Story*) and the crew at Disney-Pixar create comical cars that you don't have to be a car junkie to understand. Besides Sally and Lightning, there is Dr. Hudson, a serious Old Timer with a surprise secret. Mater has a simple backwoods personality, innocence that actually emphasizes Lightning's brash self-centeredness. Fillmore (voice of George Carlin) is a VW Bus from the 60s who only uses organic materials, makes his own "special fuel" and sports a hippie accent. Attention was paid to even minor characters: the oldest car in Radiator Springs is a Model T appropriately named Lizzie, the owner of the Piston Cup sponsor Dinoco Oil is an old convertible Cadillac with a pair of Longhorns attached to his grill (think Boss Hogg's ride in *Dukes of Hazard*) and there are even the twin groupies, Mia and Tia, Miatas of course.

continued on page 8

FROM THE PRESIDENT

By: Janet Leach - President



On June 4, approximately 50 Northeast Region members (and two North Country members—John and I) attended an Open House at the Collings Foundation in Stow, MA. John has always had a love for all things pertaining to aviation, so this tour caught his eye. He went to Parks College in St. Louis, MO, to study Aeronautical Engineering but left and pursued a degree in medicine when he saw that many of the upperclassmen were not being hired in the field, which was attributed to a general slump in commercial aviation during the Nixon administration.

Win Perry, a fellow autocrosser in the Boxster class, arranged the tour. The group had last visited this location about three years ago, and I heard that this tour surpassed the previous one. The location is very private; we had excellent directions, so that made it easy to find. Plus there had been a fund raiser there the night before, so those signs also helped us. One would never guess that this treasure was in the neighborhood of Boon Lake and the Assabet River on a very secluded spot. The aircraft and cars are housed in buildings totaling over 70,000 square feet, and the property has a 2,200 foot grass landing strip.

Our gracious host and tour guide, Bob Collings, began on the first floor of the hangar. One of the earliest planes on display was the 1911 Wright Flyer EX “Vin Fiz” replica and is one of the first examples of corporate sponsorship. The company financed Calbraith Perry Rodgers’ flight cross country, which was to take 30 days. He began his journey in Sheepshead Bay, NY and landing in Pasadena, CA 49 days later. Along the way, he landed around 70 times, which included at least 16 crashes. Some of his

injuries included crushing 14 ribs and breaking both legs and collarbone. Much of the plane had to be rebuilt during the flight. Vin Fiz, according to one spokesman, tasted like a cross between unsweetened grape juice and cow pee. Guess he drew the short straw for that experiment! Another notable plane in the collection was the 1944 Grumman TBM Avenger. One version of this was piloted by former President George Bush until he was shot down and was the sole survivor of the three-man crew.

Interspersed among the aircraft were about a half dozen micro or minicars, some achieving 50+ mpg, including a Subaru, a BMW Isetta and a Messerschmidt. The Messerschmidt had only three wheels to bypass taxes assessed on four-wheeled vehicles. After the war, Axis aviation industries were not permitted to build aircraft and many turned to manufacturing small automobiles. The race cars were displayed on the second and third floors of the building. We saw one of two Porsche Indy cars and Michael and Mario Andretti’s Indy race cars and the 1993 RS America, participant of both the Rolex 24 and Sebring 12 hours, was the first team car of Champion Porsche. Bob also spoke of the Midget Racers in his collection, and how they used to race at the old Boston Garden. What a hoot that must have been! They obviously were on a different surface than the Bruins’ ice sheet or the Celtics’ parquet floor!

continued on page 9

THE STARTING GRID


By: Lisa Roche - Membership

Summer is starting to heat up, now is the time to heat up those tires and head out to an AX or DE event. Also, don't forget the upcoming car show at Greeley Park, Nashua NH on July 9th. Check the calendar on page 3.



<p>New Members:</p> <p>William C. Brewster Jo-Ann Brewster East Wakefield, NH 1994 964</p> <p>Douglas C. Dowell Doris R. Dowell Merrimack, NH 1987 911T</p> <p>Andrew J. Frucci Rand Macksamie Wolfeboro Falls, NH 1997 911</p> <p>Matthew S. Gregoire Michele Gregoire Dover, NH 1987 924</p> <p>Claire L. Hebert Laconia, NH 2003 Boxster S</p> <p>Rick Lessard Ann Lessard Wolfeboro, NH 2006 Boxster S</p>	<p>Erik W. Olson Derry, NH 1987 951</p> <p>Steven Petalas Vicki Petalas Hampton, NH 1984 911</p> <p>Linda L. Peterson Thomas Snowe Wells, ME 1988 944S</p> <p>Leon Roy Pauline Roy Nashua, NH 2000 Boxster</p> <p>Ted Stryhas Cheryl Lienhard Ludlow VT 2004 Boxster</p> <p>Wayne Whitcomb Cynthia Whitcomb Northhampton NH 2000 911</p>	<p>David W. Fox Scott Fox Center Harbor, NH 1981 911SC</p> <p>Scott D. Franklin Ellen Franklin Wolfeboro Falls, NH 2002 Boxster S</p> <p>Ronnie Sandler Suzie Coughlan Franconia, NH 1974 911S</p> <p>Sean M. Shanny Charlynn Shanny Shaftsbury, VT 1996 911</p> <p>Robert W. Verge Rita M. Verge New Boston, NH 1992 911</p>
<p>Patrick J. Maloney Maria Maloney Chelmsford, MA 2004 GT3</p>	<p>1 Year:</p> <p>John Baldassarre Nashua, NH 2002 Boxster S</p>	<p>2 Years:</p> <p>Jane Bennett Maynard, MA 1976 911S</p> <p>Mike Cambell Atkinson, NH 1994 968</p>



<p>2 Years (cont)</p> <p>John C. Conlon Stacey Conlon Wilton, NH 1996 911</p> <p>Berthold Langer Bedford, NH 1999 Boxster</p> <p>Jonathan S. Shafmaster Amy P. Shafmaster Portsmouth, NH 2002 911</p> <p>Lee P. Stack III Valerie Stack Eaton Center, NH 1999 911</p>	<p>5 Years:</p> <p>Charles S. Faulkner II Charlotte Faulkner Hanover, NH 2001 Boxster</p> <p>Dennis P. Pellegrino Lorraine Pellegrino Walpole, NH 1988 930</p> <p>Thomas F. Sheehan Rhonda Sheehan Auburn, NH 1987 911</p>	<p>20 Years:</p> <p>Howard V. Groverman Francine K. Groverman Brattleboro, VT 1980 911SC</p> <hr/> <p>40 Years:</p> <p>Richard A. Kruppa Helen O. Kruppa Exeter, NH 1988 944</p> 
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PORSCHE

From the Desktop...continued from page 4

There's a little something for everyone in this movie whether you're a youngster who enjoys animated cars, a parent who is a NASCAR fan (Dale Jr's car makes a guest appearance with Dale's voice) or an individual who just appreciates good automotive entertainment. You'll laugh at Mater ("happier than a tornado in a trailer park") and you'll

hold your breath as Lightning finally races in the rematch. However, like Lightning, if you're going too fast you'll miss those great little details along the way. But that's okay, you'll want to see this movie more than once.



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From the President...continued from page 5

We then moved to another building, this one of post and beam construction which a much lower ceiling. The antique car collection was displayed here and included cars from the Brass Era, the Roaring 20's and the Classic Era. One of the most valuable cars was the 1932 Duesenberg SJ Dual-Cowl Phaeton. It truly was a "Duesy!"

The Collings Foundation is currently conducting the Wings of Freedom Tour, where vintage aircraft travel across the country to pay tribute to WWII veterans. For a nominal fee, one can take a ride in these planes. Two of the World War II aircraft, a B-17 Flying Fortress and a B-24 Liberator, visited Pease Tradeport back in 2002 as part of the Wings of Freedom Tour (see the following link): <http://www.seacoastonline.com/>

2002news/9_22a.htm The Tour continues this year across the country and is scheduled to stop on 9/22-24 in Beverly, MA. Rides in a PT-17 and AT-6 will be offered. More information can be obtained from their Foundation's website: <http://www.collingsfoundation.org/menu.htm> The collection of cars and aircraft can also be found on this website. The Collings Foundation also has locations in Houston, Texas and New Smyrna Beach, Florida where the restoration and ongoing maintenance take place.

Approximately 20-25 fundraisers are held annually at the facility in Stow. An Open House for the general public is held annually on Father's Day weekend. Mark your calendars next year for this exciting opportunity to see vintage aircraft and cars.



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RINSPEED'S ENLIGHTENED CONCEPT

By: Tracey Levasseur - Asst. Editor



Rinspeed, the ultimate automotive accessorizer, unveiled its “car of the future” at the Geneva Motor Show in February. Looking suspiciously like a Porsche, it was created by Rinspeed CEO Frank M. Rinderknecht with much help from Bayer MaterialScience, a leading plastics manufacturer. Named zaZen and touted as “automotive enlightenment on four wheels” the theme of the car is light in both senses of the word.

The first “light” image comes from its very name: zaZen. The Zen of course from Buddhism, refers to enlightenment. The ability to achieve enlightenment is to give up preconceived ideas. One must look at this car not as a car of today but a glimpse of the way cars will be made within the next decade: high-tech, environmentally conscious transportation.

To allow light into the cockpit the car’s roof is a clear dome made by Bayer MaterialScience from their own Makrolon polycarbonate. Weighing

considerably less than glass it makes the car look like a bubble.

Bayer is also responsible for the paint, a white shade made with Desmodur and Desmophen along with tiny Swarovski crystals. These crystals reflect light, giving the car an

iridescence that, according to paint manufacturer Lesonal, was inspired by the color spectrum of snow-covered K2. Lesonal protects this special color with a self-healing polyurethane clear coat. Touches of the Swarovski crystals are echoed on the wheel rims and the front and rear lights.

And speaking of rear lights, how about holographic brake lights? Revoflex AG, a high-tech Swiss engineering group, developed not only the special adhesive materials for zaZen but created a third brake light that when lit appears to float in the air above the rear deck lid.

Inside the cockpit one is surrounded by mango colored leather and transparent seats. Made by Recaro, the seats are fabricated from the same Makrolon that forms the roof and fitted with Technogel upholstery. Technogel automatically adapts and contours to the occupant.

The car itself is based on the 911 with the 355hp boxer engine out of the 997



Carrera S. Weighing 3295 pounds, zaZen is actually a bit heavier than a stock Carrera S and the performance stats are comparable as well. Top speed is 182mph and it will go 0 to 60 in 4.5 seconds.

If this striking Porsche appeals to your inner voice and you're looking for en-

lightenment, you won't find the zaZen at any local dealer. At least not now. After all, this is the car of the future, so you may have to wait until then.

Check the Rinspeed website at www.rinspeed.com for more information



CARS ON FATHER'S DAY

By: Ivy Leonard - Social Co-Chair



Editor's note: new Social co-chair Ivy Leonard organized a member gathering at the Newington movie theater on Father's Day. A group of about 8 sat in the welcomed air conditioning to watch the new Disney-Pixar animated movie....and apparently to act like kids again! - TL

Hmmm...who would have thought, an animated cartoon movie that we adults wanted to see. A movie called *Cars*....go figure. With a name like that for us Porsche club members it drew us right in. A 95 degree-day with humidity....it was Father's Day to boot. Some of us movie loving NCR members decided it was the perfect day to see the movie. Was it good? Yes... Should you go see it? Absolutely I say! Not only once but twice. Why you say? Because there are so many hidden things in the movie it may take a second time to pick up on them. It was a long movie, almost two hours, but as an adult watching it the time flew by. I myself had so much fun joining a few other NCR members in a

few hours of entertainment. We sat back in our seats and became kids ourselves. Hearing the loud laughter of Miriam and Dave and his daughter during most of the movie was wonderful to hear. Matt, Zanie and I joined in on lots of the laughing too...well that is when Matt and I weren't throwing popcorn at each other! They throw popcorn just like they drive...right on target. Like I said...you could not help yourself to sit back in our seats and become kids again!

We had some great discussion comparing characters to some of our NCR members...we will save that for another day though. Other than....all of us could not help but think of Edgar during the tractor scene.....You have to see the movie....so get out there and take the kids. When the movie comes out on DVD...it will make a great dinner/Movie Social event!

Check the Disney website at
<http://disney.go.com/disneypictures/cars/>
for more great information on this movie



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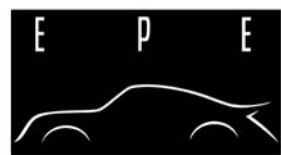
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THE PORSCHE NICHE?

By: Tracey Levasseur - Asst Editor

Niche (n): 1. recess in a wall, 2. something for which one is particularly suited.

For museums, niches are a practical way of displaying various objects. For automobile manufacturers, niches can make or break them depending on how efficiently they're utilized. History has shown us time after time the benefits and pitfalls of car makers attempting to "cover all the bases" when it comes to selling automobiles to every stratum of the driving masses. Niches have influenced the evolution of automobiles and annihilated several manufacturers along the way.

This is not to say niches are a completely bad thing. On the contrary, if a particular feature is offered on a vehicle based on public demand it won't be long before all the automotive engineers scramble to the draft room to not only add it to their vehicles but to make it better. A simplified example is four-wheel-drive. This option is quite important especially here in New England. Early trucks offering four-wheel-drive had a shift stick on the floor but first the driver had to go around and lock the hubs before engaging the shifter. As popularity grew for this option improvements resulted in "shift on the fly" four-wheel-drive. This niche of the population can now stay in the vehicle and push a button to get the required traction.

There are instances where making everyone happy just doesn't make sense. Some car makers like to claim they have a vehicle for everyone: young, single women; families of four; middle-aged couples and everyone in between. This

forces car makers to produce several different models of various sizes for all these niches. One maker can have three sizes of a sedan, truck, station wagon, etc. That's a tremendous amount of inventory, not to mention the amount of replacement parts needed for all those models. Trying to "individualize" models becomes overwhelming and eventually steals from the profit margin.

A recent example of trying to please everyone is the popularity of the SUV. I won't mention any specific car manufacturers because most are doing the same thing. They create several different sizes of the same beast: small utes for individuals, medium for couples or couples with small children and the shuttle bus-sized behemoths for the soccer mom who has to drive the team to games. Although they look similar, there are actually few mechanical parts compatible between them and it's obvious that body panels, windshields and frames are all different sizes. What this means is more mechanical parts must be kept on hand and several set-ups for the sheet metal fabricators as well as the assemblers. Unless the manufacturer jacks up the price (which in most cases they must) and limits the run quantities it cannot tread water for long with all those various models.

So what does this have to do with Porsche? The German marque has primarily built two-door, rear drive cars for almost 60 years. Quite successfully, in fact. With the exception of delving into tractors and bicycles, Porsche has stuck with a certain "niche" and built its reputation on high quality sports cars. Yes

continued on page 17

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they may dabble in convertibles and targas when other car makers started offering these options, but Porsche hasn't strayed far from its focus.

This is why it amazed me recently when I read that Porsche plans to release up to 10 new models in the next four years including a four-door model and a smaller version of the Cayenne. Granted, half of these new models will be based on the 911, so parts for them should be fairly compatible. However, the four-door Panamera will have to have its own assembly line and at least its own store of body parts. Porsche plans on giving it all-wheel-drive at some point so at least it can share some, albeit smaller, drivetrain parts with the Cayenne. Will that mean three SUV-type vehicles for Porsche? Yet another car on the drawing board is a new version of the 928, based

on a smaller version of the Panamera. The 928 fans may be happy about this until they discover it may be too rich for their pocketbooks. The planned car would be competition for the Bentley Continental GT and the Ferrari 612.

With all these various sizes, shapes and mechanical configurations one has to ask if Porsche is making wise decisions in its plans to satisfy various niches. Is it really necessary to offer three different sized SUVs? And if there's such a big niche demanding four-doors why not just offer one choice: the Cayenne. Only time will tell if these new models will be positive evolutions for Porsche or if the company is following others down a dangerous road.



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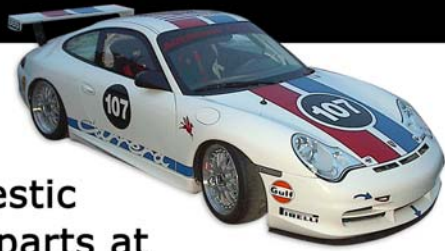
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NCR BOARD WERKES

Doug McIninch, Secretary



NCR /PCA
MINUTES 5/11/06

On May 11, 2006 five Board members and nine Club members met at the Cat 'N Fiddle to conduct business.

President's Welcome: Janet welcomed all present and indicated that she had not received any correspondence of significance. PCA has set September 7, 2006 as the date for the "Scapes" tour of the NY Wine Country.

Vice-President's Report: All insurance matters are up to date.

Secretary's Report: Janet Leach asked that the acceptance of minutes of the last meeting be delayed, as she wanted to make some wording changes.

Treasurers Report: N/A.

Membership: Lisa indicated that current membership is at 459.

Northlander: N/A.

Advertising: Judy Hendrickson is doing great things to get the collections in order. Receivables are at a minimum and billings are getting out in a timely fashion. The significant advertising support of Porsche of Nashua was noted.

Website: Nick Shanny was not present. The Website continues to be a work in progress with ongoing improvements.

Rally: Both of the recent Rallies and the AX were safe.

AX: The next AX is May 13 followed by the July 1 AX #3.

CCC: The report is due. There were 27 drivers on this rare dry day.

DE: N/A.

Car Show: The Car Show will be on July 9 at Greeley Park in Nashua. The

notice is ready for publication. Many new ideas are being employed to make the event fun. The location should really enhance the experience.

Track Sampler: July 22 is the date for the event at NHIS. Registration can be done online at the NCR Website. The organizational plans were reviewed.

Rally Recap: There were 22 cars participating. The start may have been too early for those who had a significant drive to get to the start point. The Rally finish and tour of the Carlson Museum was excellent.

Social: Steve Robbins introduced Ivy Leonard as his new Social Co-chair. Ivy provided an impressive list of ideas for social events in the future. There will be an attempt to have a "Social" event every month.

Tech Session: The next Tech Session is on May 20, 2006 at Porsche of Nashua where the Cayman S will be reviewed.

Yearbook: The Yearbook is on track.

New Business: Janet reviewed the many upcoming deadlines for PCA National Awards. Edgar Broadhead mentioned the need for an Assistant Property manager to help him.

There being no further business the meeting was adjourned.

Doug McIninch
Secretary



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DEAR HANZY, MEIN HANZY

By: John Killion - Contributor

Dear Hanzy, Mien Hanzy:

I hope this spring finds you suitably well and rested, and that you are enjoying a comfort and calm beyond the straits I've lately been sanctified to endure. Last Saturday while I had the arrest-mered 928S4 rolled out into the sunshine of my driveway for a thorough and complete pagan worshipping, my helpful and quite kind neighbor who claims his name is Erik came roaring into my driveway in his barely-muffled and sort-of-running Honda to announce, "Dude! I have *home*

plate tickets to today's game and it starts in thirty minutes! You gotta drive," he said while peeking under his car to see if it was bleeding any crucial fluids and leaving tell-tale and poisonous puddles on my driveway.

I bit my lip. I knew that The Boston Red Sox, my life long team, were playing at Fenway Park and that the dreaded Yankees were in town, ready to parade the once-charmingly freakish Johnny Damon before our hometown eyes—now dressed in New York pinstripes and groomed, shaved and scrubbed to the manic and stringent standards defining the Evil Empire. And Johnny D was going to sway his magnificent and menacing bat in our *once-adoring faces*.

I suddenly felt the immediate and seductive infusion of a strong and pathetically regional desire to loudly boo my former hero, and empowered as I was by



the certain knowledge that 317 casual horsepower awaited the careful administration of my right foot, I shouted to my neighbor and friend, "We need to leave *now!*" And after getting him to park his leaky junker in his own driveway we headed for the highway already an hour late for the opening music.

The Oh-so-Porsche 928 opened in full bloom, displaying all its bombastic glory as we wailed up the highway into Boston like she was originally designed to do, the Mercedes slush box clicking through the gears with a Teutonic and clockwork precision. The only annoyance with this car is convincing my left foot to remain still, as it keeps wandering around the foot well looking for something to do. So with a dreadful sense of impunity we turned the bucolic suburban highway into an ugly rendition of the German Autobahn as we effortlessly hit crazyspeeds far beyond what any sense of decency or prudence should allow. I dipped deeply into the throttle and the heavy beast responded with a low murmur and positively soared by the traffic in the slower lanes, gathering speed with a proficiency that was downright frightening in proportion, and



the complete lack of any sense of our severe velocity other than the incessant rising of the speedometer and a vague wind noise and the passing of lesser automobiles left us feeling invincible in our extreme foolishness.

But we nonetheless found the ballpark and we were deeply relieved to find a small parking space on Lansdowne Street, just large enough to wedge the compact S4 into, and we ran to the gates waving our first class tickets with an urgent sense of importance more befitting the actual tickets than to us, personally. We were hurried through the line with helping hands dressed in official MLB attire, moving us along to what I thought would be our regal, home plate seats, and suddenly, my dear Hanzy, I found myself dressed in a Red Sox uniform and being ushered out to home plate with a heavy hunk of Louisville Ash in my quivering hands.

I loudly protested of course, demanding a hotdog with mustard. I looked to the dugout and saw our coach, Terri Francona, wildly gesturing that I swing for the gold, that it was all up to me; and I noticed that the bases were loaded with two outs and that everybody seemed to be waiting for *me* at home plate.

Now Hanzy, I hope you don't repeat this to anyone else, but I have to admit to you that as I walked up to the plate, I puckered, and I puckered big time. And it was within that enlightening moment that I realized my uniform was complete with cup, and my fervent desire was that I wouldn't involuntarily fill it when I saw that I would be facing none other than Randy Johnson, with a fresh load of tobacco in his bulging cheek and a load of spittle on his shoe.

I could see he was mad; he's *always* mad. He was digging at the mound like a rabid bull with some serious rage issues, deep, pent-up and dark issues that I wouldn't dare probe on my best day,

and it was clear that he intended to temporarily dispel them with the coming pitches he would direct at my upper body. I looked towards the umpire for some relief, some compassion, but his only advice was to, "Play ball!" and Randy wound up and blew one by me in a thumping fury that I barely witnessed; I wouldn't



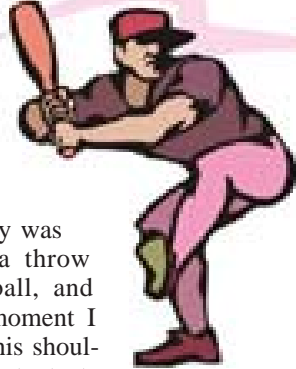
even have known he'd thrown a pitch if I hadn't heard it land in the catcher's mitt and heard the umpire cry, "Strike One!" while the crowd started getting restless. Now Randy Johnson was grinning, a deep and menacing grin even from sixty feet and six inches away, and as I was trying to assimilate the roar of the debasing crowd, the pungent tobacco stench, and my humble desire for a hotdog with mustard, I heard the ump cry, "Strike two!" and never even *saw* Randy throw the ball.

The crowd was going wild with colorful expletives, delivered in a flavor that only a Boston crowd can distribute and still anticipate absolution. They expected me to perform but I had no idea what to do until I heard someone shout, "Just swing the bat you ——— idiot!" and I

continued on page 25

suddenly and quite clearly knew what was required of me. I dug my cleats into the dirt and gritted my teeth while gripping the bat and checking my cup for dryness, and I resolved that the moment I saw Randy's arm start to move I would begin to swing my bat and hope for the best. Randy blew another load of tobacco juice onto his shoe and I started to pretend that I had a wad in my mouth, falsely chomping on the side of my cheek with an attitude of, "Bring it on!" as I stepped out of the batter's box for effect. The Fenway Faithful booed but I didn't care; I *know* these goons. I looked at the runners 'stranded' on base and I could tell that they were certain they wouldn't be coming home this inning and I could see them arraigning for delivery of their fielding gloves, and I noticed that the outfield had pulled way, way in to simply cover the infield, and I was not without shame.

I spit on my hands and recalled my fan's kind and succinct advice. I grandly stretched my arms and all of that Big Bat like I actually knew what I was planning to do with it and for a brief moment I considered staging a vicious attack upon the catcher and making a wild break for it. But I knew that would not answer; I had to have my legitimate swing. I added my spit to the putrid soil surrounding home plate and I had a weird and romantic sense of historical *openness* with the turf, thinking of my DNA drifting down through the dirt and one day meeting Babe Ruth's, in the flesh so to speak. I stepped back into the batter's box and carefully looked at Randy. He was confidence personified, and I knew he would give me the exact same pitch that I'd already failed to see twice. I looked at the catcher's stance and the position of his mitt and I tried to figure out where



Randy was gonna throw the ball, and the moment I saw his shoulder start to come around I began swinging like a piker in a medieval siege and to the surprise of both myself and Randy and the rest of Red Sox Nation, Fenway Park echoed with the glorious sound of a wooden bat smacking a speeding baseball.

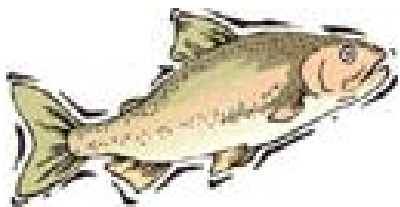


Now Hanzy, that crack went off like a shotgun at midnight and when I regained my balance I saw that Randy's pitch had bounced off my bat in a very big way and was now soaring off towards left field and gaining altitude as my fan kindly instructed, "Run! You moron!" and I began grunting my way towards first base. The crowd was going wild with disbelief and as I rounded the bag I saw Johnny Damon quickly scrambling back towards the outfield, but there



was no point to his dash; by the grace of all serendipity and Devine Providence the ball caught the breeze and handily cleared The Green Monster in left field, leaving the park propelled on the wind of the colorful jeers and derisions of the Fenway Faithful.

I took my lap around the bases in style. Though I'm quite sure that all onlookers would report witnessing a triumphant slog around the diamond I was in fact running as fast as I possibly could have, and by the time I reached home plate I was gasping for air like a landed trout. There was much cheering and many congratulatory slaps on the



back for me, some landing far lower than I would have wished. I nodded as I passed the player standing on deck who would soon add his spit to my own at home plate, the nexus of the universe, and I resisted my silly urge to give him advice as I was whisked along in the

bosom of my team. Suddenly my good neighbor Erik appeared before me, smiling broadly and grandly offering a hotdog with mustard as he joined the procession moving me along. I heard my adoring fan holler in his boozy Boston brogue, "I didn't think the —— had it in him!" and he then degenerated into a spastic fit which resulted in several of his fellow fans being doused with his favorite brew. It was happening so fast and my awareness was sufficiently diminished so that by the time I finally realized that Erik and I had been hustled down a corridor leading directly to Lansdowne Street, and unceremoniously tossed out the door, all I could think about was that hotdog that Erik was holding. Now it was his turn to gleefully slap my back as I grabbed that tube-steak from his hand and ignoring my arteries I tore into it like a pig-in-shoes, savoring that shriveled and mysterious meat which never fails to transport me back to the days of my youth.

As we walked back to where we'd left the Porsche I could see that something wasn't quite right. To our mutual dismay and horror we discovered that the ball I'd smacked over the wall was now deeply embedded in the windshield of The Red Shark. "Well," said Erik plucking the ball from its expensive lodgings. "At least you got a souvenir."

John R. Killion
Car 168
JRK944@aol.com



PHOTO EXTRAVAGANZA

By: Photo Contributions as Indicated



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NCR TECH INSPECTORS

By: Edgar Broadhead - Safety Chair



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

Michael Grishman
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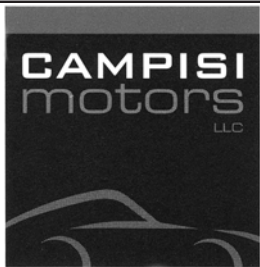
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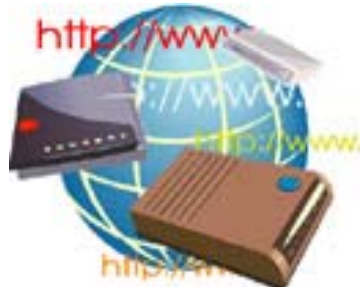
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Web Assistant

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





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