

Northlander



Newsletter • North Country Region • Porsche Club of America
September 2006 • Volume 29 Number 9

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September 2006 Volume 29 Number 9

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David Churcher

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CALENDAR

SEPTEMBER

- 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
- 23 - Saturday **Meet the Mechanic Social**
Campisi Motors, North Hampton, NH
social@ncr-pca.org
- 30 - Saturday **Tech Session** - Topic and Location TBD
social@ncr-pca.org

OCTOBER

- 7/8 - Sat & Sun Zone 1 Autocross,
Ft. Devens, MA; <http://zone1.pca.org/>
- 10 - Tuesday **NCR Board Meeting,**
Location TBD president@ncr-pca.org
- 15 - Sunday **Shrip Boil Rally**
Starting Point TBD rally@ncr-pca.org
- 16/17 - Mon & Tue **NCR Drivers Education, NHIS**
Loudon, NH driver-ed@ncr-pca.org
- 22 - Sunday **NCR Fall Gimmick Rally**
Starting Point TBD rally@ncr-pca.org

NOVEMBER

- 4 - Saturday **Annual Banquet**
Fratello's Restaurant, Manchester, NH
social@ncr-pca.org
- 16 - Thursday **NCR Board Meeting,**
Location TBD president@ncr-pca.org
- 17-19 - Fri-Sun **Fall Presidents' Meeting, Latham, NY**
<http://zone1.pca.org/>

DECEMBER

- 2 - Saturday **Annual Planning Meeting -**
Location TBD president@ncr-pca.org

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



Just because we've flipped another page on the calendar doesn't mean the summer fun is over and the car has to be readied for hibernation. In fact, autumn can be the best time of year to enjoy your car. September's less humid, sunny days are perfect for cruising or going to a car show. Many auto clubs hold their shows in the autumn for just this reason.

One car show I recently attended was hosted by the Downeast Region on July 30. Located on Mackworth Island just off Portland's mainland, the show was a great success to both DER and the Governor Baxter School for the Deaf, the recipient of the show's proceeds. Mackworth Island is the school's campus, rich with wooded areas and rolling fields with glimpses of ocean through the trees. Over 100 automobiles were on display, from exotic Ferraris to an immaculate Aston Martin DB5. Of course there were a couple dozen Porsches spit-shined for the event, probably the largest entry of all the classes. Spectators were treated to a great array of cars from around the world as well as live music and a barbecue lunch. What better way to spend a relaxing sunny Sunday than at a car show?

Speaking of Aston Martins, the next James Bond movie is due for release this fall. Called *Casino Royale*, this is the 21st Bond movie in its 44 year franchise. The story is actually from author Ian Fleming's first James Bond book written in 1953. I viewed the trailer on the movie's official website and although the story has been modernized it appears that Bond is back in his silver birch Aston Martin DB5. Usually an exotic new car model debuts in a Bond movie. The rumor is a brand new Aston Martin

DBS V-12 with carbon fiber body and 530hp will make its appearance.

Also making a first appearance in *Casino Royale* is actor Daniel Craig as the new 007. Craig is the 6th actor to play Bond. It will be interesting to see a blonde Bond. Some fans are upset by this change, but then every time a new actor plays Bond it causes a stir. We'll just have to wait until November 17 and draw our own conclusions. And if it turns out that Craig's performance isn't up to par, don't fret Bond fans, he plans on only making two more 007 movies.

BOND MOVIES

- Dr. No (1962)
- From Russia With Love (1963)
- Goldfinger (1964)
- Thunderball (1965)
- You Only Live Twice (1967)
- On Her Majesty's Secret Service (1969)
- Diamonds Are Forever (1971)
- Live And Let Die (1973)
- The Man With The Golden Gun (1974)
- The Spy Who Loved Me (1977)
- Moonraker (1979)
- For Your Eyes Only (1981)
- Octopussy (1983)
- A View To A Kill (1985)
- The Living Daylights (1987)
- Licence To Kill (1989)
- GoldenEye (1995)
- Tomorrow Never Dies (1997)
- The World Is Not Enough (1999)
- Die Another Day (2002)
- Casino Royale (2006)

continued on page 8

FROM THE PRESIDENT

By: Janet Leach - President



If you are like me, you're probably wondering, "Where did the summer go"? If I check my calendar, I can account for the time, but I can't believe that we are in the middle of September and fall is just one week away. I've heard the foliage reports this week, but it just seems too soon! Don't get me wrong, I love the change in seasons and seeing the brilliant red sugar maples and the various shades of orange and gold on the other deciduous trees (remember making collages with leaves and Elmer's glue in grade school?). Mother Nature puts on a quite a show this time of year. The crisp weather should make for some great autumn rides.

Did any of you catch the six-part series "Fueled" on INHD? The program chronicles the Pontiac GTOs debut at

the ROLEX 24 Hours of Daytona. The viewer learns about the racing experience from the perspective of the team owner, team manager, the pit crew and the drivers. I was flipping through the channels one night after a Red Sox game and happened upon one of the episodes. I recognized Kevin Buckler, the team owner, as one of the guest speakers at last year's Porsche Parade in Hershey. He was the featured speaker at one of the banquets, and he related many stories about the Porsche driving experiences as team owner of The Racer's Group.

Have a great month and I hope you find some scenic roads for your fall touring.

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THE STARTING GRID

By: Lisa Roche - Membership



Fall doesn't mean the activities in the club stop. Plan now to attend the Fall Rally, Don always puts on a great show. Also, we have our annual banquet approaching. Watch the newsletter or the webpage at www.ncr-pca.org for more information.


<p>New Members:</p> <p>William D. Ayers East Kingston, NH 1979 911</p> <p>Paul P. Karpinski Sharon Karpinski New Durham, NH 1999 Boxster</p> <p>Stephen F. Lotterhand Bedford, NH 1987 911</p> <p>Mark Macone Hollis, NH 1980 911 SC</p> <p>Jeffrey L. Meade Amherst, NH 1991 944 S2</p> <p>Philip F. Miller Jill Miller New London, NH 2006 Boxster S</p> <p>Jacob Weisberg Valerie Weisberg Merrimack, NH 2004 Cayenne T</p>	<p>1 Year:</p> <p>Robert A. Gastaldo Elvira Gastaldo Waterville, ME 1999 911</p> <p>Jack Herman Karen Herman Andover, MA 2005 911 C4S</p> <p>Tom Pallarino Dover, NH 2002 Boxster S</p> <p>Anthony Pournaras Nancy Pournaras Pelham, NH 1988 930 T</p> <p>Christopher T. Ogden Hampton, NH 1987 944</p> <p>David I. Wood Mary Kelly Hampton, NH 1999 Boxster</p>	<p>Barbara L. Gratton Janet Gratton Henniker, NH 914</p> <p>David C. Johnson Joyce R. Johnson New London, NH 1977 911 S</p> <p>Bruce S. Kennedy Stephen K. Bahsler Nashua, NH 2005 Boxster S</p> <p>Christopher J. Loader Gail Lee Sandown, NH 1977 930</p> <p>Rodney Sigua Jo Ann Sigua Bow, NH 2004 911</p> <p>Rusell S. Rocknak Laura Rocknak Nashua, NH 1975 911 S</p>
	<p>2 Years:</p> <p>Steven M. Carpenter Nashua, NH 1989 928</p>	<p>Michael J. Salter Judith Salter Amherst, NH 2005 911 S</p>




<p>2 Years (Cont)</p> <p>Andrew T. Taylor Tyngsboro, MA 1986 944</p>	<p>10 Years:</p> <p>Stephen M. Wood Nancy Wood Dover, NH 1986 911</p>	<p>30 Years:</p> <p>Daniel L. Witmer Jean L. Witmer Windham, NH 1975 911 S</p>
<p>5 Years:</p> <p>Harold J. Jordan Ben Jordan Bow, NH 1994 944 S2</p> <p>Ed Rene Holly Rene Rochester, NH 1991 911</p>	<p>Got an Idea for an Event?</p> <p>Call Janet Leach (603) 433-4450</p> 	



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ACTORS WHO'VE PLAYED
AGENT 007

- Sean Connery 1962-1971
- George Lazenby 1969
- Roger Moore 1973-1985
- Timothy Dalton 1987-1989
- Pierce Brosnan 1995-2002
- Daniel Craig 2006-

Bond Trivia Question#1: In what film did Sean Connery appear as James Bond, however is not normally listed as an "official" James Bond film?

Bond Trivia Question #2: *Dr. No* is James Bond's first silver screen appearance. What is the sports car of choice agent 007 uses in this film?

Bond Trivia Question #3: What is the automobile of choice for James Bond in the Ian Fleming's original books?

#3 James drove a supercharged Prewar Bentley, a "Bentley Blower";

#2 In *Dr. No*, Agent 007 is driving a very spiffy Sunbeam Alpine.

from this film
opening and James Bond theme music are missing
Keen observers will note that the rifled gun barrel directly with *Octopussy* released the same year.
not Albert Broccoli and United Artists. It competed
Kevin McCleary and released by Warner Brothers,
and Klaus Maria Brandauer. It was produced by
1983, co-starring Kim Basinger, Barbara Carrera
#1 *Never Say Never Again* was released in

Walther PPK

Cartridge: 9mm short (0.38 ACP),
7.65mm (0.32 ACP), 6.35mm (0.25
ACP), 0.22 LR

Length overall: 155mm

Length of barrel: 86mm

Weight: 0.568kg

Muzzle velocity: 280m per second

Magazine: 7-round box

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TURBO HOTROD

By: David Churcher - Contributor



Writer's block, it always arrives when all the information, and the material to use, is on the desk. One sits, stares, and ponders "how do we get this started?"

Joe Campisi bought a new car. I visited it a day after it arrived. I thought this was a very interesting car, possibly a story, certainly some photographs. Joe took me for a ride. I drove the car and I am sure we have a story and certainly some photographs. Following these events I came in contact with some interesting people and a bit of history.

Writer's block is slipping away. Let me describe the car just in case you have not looked at the photographs so far. It is a confusing machine at first sight. It has 993 Twin Turbo body work. It's six inches wider in the rear and three inches wider at the front, but it was built on an '87 tub. It has skewed instruments to make them visible thru the MOMO steering wheel. It has RUF wheels. It has massive Protomotive intercooler. Currently it has 475 HP with 1 Bar boost.

Joe's new car is a Protomotive Stage 3 conversion. This brings up immediate

questions: who is Protomotive, and who is Protosport, and if there is a Stage 3 what about 1 and 2 and perhaps 4 ...?

Protomotive Inc. is a Company run by Todd Knighton. Protosport is an East Coast subsidiary in New Jersey run by John Gulino. Be aware, there appears to be

two Todd Knightons ... one is as old as me and the other is a bit younger. The younger one is the person in charge at Protomotive. However, it seems both namesakes are wizards in tuning engines. To get the HP from a Porsche motor which will rival the Europeans such as RUF there has to be a bit of wizardry; or science.

There is science. In my search for more information on the Protomotive methods I kept running in to old and familiar names such as Sir Harry Weslake, Sir Harry Ricardo, Weslake-Gurney V12, Tony Rudd, Aubrey Woods, Coventry Climax. It would seem the 1960's were the beginning of changes which challenged the theories on engine design, gas velocities, etc. which had been considered fact until then. One notable quote I came across from Todd Knighton (referring to exhaust pipe sizes on a motorcycle engine) said: "my slide rule said they were the right size but the larger pipes slowed the bike down." Another indicated porting was art and results did not follow what was found on



a flow bench model. This engineer added that in years to come instruments would prove what we did as art was right by science. We simply do not have enough knowledge, or instruments, to prove what we know is right.

So here we are in the next century and the game goes on. Formula One is on a par with rocket science. But we have spin offs and research results available to us. We have enthusiastic tuners working from first principles and careful experiments.

Basically the intent is to get as much air in to the cylinder as possible, with a correct ratio of fuel held in suspension, not to dilute it with the previous charge, ignite it and have a controlled burn. Methods to achieve all this include port sizing, port length, intercooler, twin injection, valve head shape, valve angle, valve timing, ignition timing, boost level, waste gate, blow off Yada yada.

Now, about Joe's car. To begin: I will transcribe a brief interview with Joe wherein we discussed this car, how he found it, and what he plans to do with it.

David Churcher - How did you find the car?

Joe Campisi - John Gulino called me to say he had the car, it was not for everyone but this was an animal. John is a young guy who just loves Porsches. He is a real enthusiast.

DC - Is John a mechanic?

JC - Oh yes ... he knows the cars. He knew I wanted one ... a race car for the street. A Stage 3.

DC - What is Stage 3?



JC - It consists of a 3.2 Carrera manifold, replaces the CIS (constant injection system) with all factory parts except for fuel pressure regulator and intercooler. These latter two pieces are Protomotive designs. It gets new software which is written by Protomotive. The motor gets a complete rebuild, higher fuel pressure, higher tensile cylinder studs and rod bolts from Race Ware.

DC - Is the crank polished?

JC - No.

DC - The cams?

JC - They are a 964 grind (profile). Valve timing is a bit different to Porsche ... I don't have the specs but driving you can tell, even without boost, it is different. The crank case is stock, and uses a stock scavenge system. The oil from the turbo is not scavenged but goes back in through the chain housing. The turbo is a Garrett ... not a KKK. The oil system is nice ... a lot less plumbing.

It has 3.2 heads which have been re-worked...bored out intake, twin plug conversion... The ports on a 3.2 are larger than a 3.3. Porsche

continued on page 12

Turbo Hot Rod...continued from page 11

designed it for good low end performance hence the port sizes. This head and the EFI make the HP. This head on the motor with twin turbos can be 650 HP. A crazy motor.



The motor is quite a topic. But I was also drawn by the rest of the car... it has the G50 transmission case ... shortened gear ratios ...coil-over suspension... It is more than just a hot motor, the car has the needed supporting components to use the motor's power.

DC - How does this car compare to a RUF?

JC - My friend has one but it has no EFI (Electronic Fuel Injection), it has CIS ... there is a difference. This car idles down the street at 1000 RPM ... the older RUF does not like going slow. It is not as refined as this. My friend's car has a 935 twin ignition distributor. This car has reference sensors from the crank, from a stock 3.2 Carrera. The power is the EFI, the intercooler is always cold on the outlet side. Amaz-

ing. A ton of surface area. I have only 1 bar boost and that is 500 HP.

DC - Why the 993 style?

JC - It's an '87 but the initial owner wanted it ... and they made it for him. Needed to for the rear wheels.

DC - Will you bring it to NED or NHIS in July?

JC - I would love to but there is some work to do first, but perhaps. Certainly to later events.

And what about driving it? We went down to the coast for a brief run and Joe demonstrated the incredible acceleration and the more incredible stopping power. This is an awesome feeling as a passenger ... perhaps even scary. More so than my experience driving an RUF or my thrilling ride in a Dino. This car does not squat then get up and go. It simply pushes you back into the seat and leaps forward. The brakes do the opposite. The steering is heavy of course; the clutch is on/off of course, the exhaust note is music ... of course.

The future for this car looks bright. Joe plans to refurbish many areas and bring it to pristine condition. Then, I am promised, I can photograph all the intimate parts.

Watch for a next installment on this story as Joe makes changes to his car and goes over 500 HP.





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MAKE-A-WISH CHARITY LAPS

By: Paul Tallo - Charity Chair



Charity Lappers splashing in the rain and having fun!

Editor's note: as one of those 30 Charity Laps participants I want to thank all the volunteers who braved the deluge during our 45-minute session. It was difficult enough with having to keep my window down and say a little prayer every time I hydroplaned through the pond developing at Corner 10. But every once in a while I caught a glimpse at the corner workers bravely holding their yellow flags knowing they didn't have to stand out there getting soaked but they did it for a good cause. - Tracey Lasseur

Although Mother Nature decided to **rain on our Parade** Laps this year, we still had a fantastic turnout for the event! As noontime rolled around, and the rain clouds rolled in, we had over 30 cars staged for the Charity Laps. Perhaps that Cayenne was a good choice of track vehicle this session....

Two Make-A-Wish families and rep-

resentatives from Make-a-Wish Foundation of New Hampshire, joined PCA participants from NCR, CVR, and NER for this event. Charity laps are a 45-minute session of "Parade" or "Touring" laps—no passing, an overall speed limit, and no helmets required. Typically, this is an opportunity to ex-

perience the turns, the braking, and the wonderful sounds of many types of cars—Mini's, Jaguars, Corvettes, and BMW's joined a variety of Porsches this year. Despite the weather, folks still seemed to enjoy the experience, although it was a challenge for the wipers and defrosters for some of our track cars!

For those of you unfamiliar with this event—the Laps and Samplers serve several purposes—1) the Charity Laps provide several Make-A-Wish kids and their families the opportunity for an on-track experience, 2) PCA members get to show their friends and families what track-days are all about and perhaps 3) get their first on-track experience in a less-intimidating introductory manner. All proceeds go to Make-A-Wish, as we continue our long-standing relationship with the organization. The final tally is still being confirmed, but it appears that despite the weather we exceeded previous years' totals and raised over \$2500.



NCR will be matching the donations raised from the charity laps, the track samplers, and the profit from this year's event T-shirts.

For the more adventurous that signed up for a Track Sampler - they went out as a passenger in an instructor's car during an afternoon actual DE (Driver's Education) run group, which still continued on a wet track. Over the weekend, we completed over 20 Track Samplers! There were a lot of smiles and just plain "Wow" reactions. Hopefully some of those folks will become active in Driver's Ed!



To many guests, friends, and families in attendance just being in the infield and garages was an exciting experience that many of us may take for granted. We are so glad to be able to share this experience and to raise money for a good cause each year.



Pram in the Rain

Thanks go out to the NCR members who stepped-up and volunteered to cover rainy flagging duties during the Charity Laps. For those that missed it this year - watch for it on the 2007 calendar!

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SLEEPING WITH THE ENEMY

By: Mark Schnoerr - Contributor

This could be titled: *914 for sale – must sell, only driven on weekends, stored winters*

It could be titled: *The World's Greatest Auto Cross Instructor*

It could be titled: *The First Time my Wife Beat Me in My Car*

Way back in 1984, I purchased a Lime Green 1974 914 2.0 from the original owner while living in California. The seat belt interlock system was still connected, and the ashtray had never even been used. The car was used for autocross and DE events, got the usual shocks, springs, brake improvements. The car made the trip to Pennsylvania in 1986 where it was used for more of the same. These cars were a lot of fun as there were many similar cars at these events to play with.

By 1990, many more faster Porsches were running at DE events and the 914 was sold to make room for a 928S to go faster at DE events at Watkins Glen, Summit Point, Pocono, Road Atlanta, Charlotte Motor Speedway, and Mid Ohio. It was a fun car, went through tires and brakes like crazy, did not seem to have the soul of the 914 and was eventu-

ally sold to make room for a 914 my father and I modified and had a lot of fun co-driving all over Florida in autocross and DE for many years. After he retired from driving events, family needs and business matters encouraged this one to be sold, Porsche drought started, and I began a series of adventures in GM products that eventually led to some very nice M-series BMW's.

Summer of 2000, I was looking at Porsches again. Someone told me about a Lime Green 914 that was sitting in a barn in Pennsylvania. A few phone calls later and it turned out to be my old Lime Green 914 2.0. A missed shift had retired it in 1994 awaiting rebuilds of the engine and transmission as the owner moved on to a formula car. After a few discussions, the owner agreed to sell it for a price to be determined if and when I showed up to look it over. I borrowed a truck and trailer and made the trip from Connecticut to see what I expected to be a very nice 914. It had been sitting for 6 years under a car cover. The tires were flat, the brakes rusted in place, very dirty, mice had moved in and eaten everything from fuel lines to electrical wires. It was in sad shape. There was one

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gleaming item: the ashtray had still never been used. We negotiated while I hoped he would ask so much I would just run away. I told him about all the money I would have to spend to put it back in shape. Engine, transmission, brakes, tires,

wires, etc would all have to be rebuilt or replaced. He asked me for \$1300 and I loaded it up. (yeah, I know, that still was about \$20,000 and whole lot of work since then to make it like it is now, for all



Sigrid takes a fast lap.

you other “I can find one in a barn” 914 dreamers out there).

After months of disassembly and sourcing of parts, it was time to begin. Enter soon to be wife 2.0, visiting from Germany. This is the same one who now understood the difference between driving fast on the Autobahn after her first lap as a passenger on the Nurburgring when she screamed for almost 10 minutes. I proudly rolled the little beast out of the garage and into the sunlight. She told me it looked funny. She told me it was not a real Porsche. She did not like the color. She told me it smelled like urine and dead mice. She asked me if I really thought this was a good idea. I took all this under advisement and assured her it would grow on her. I pointed out all the unique design features and even showed her that marvelous perfect, never used ashtray. She immediately put her cigarette out in the ashtray, jumped right in to remove the interior, dig out the dirt and grime, pull out the mice nests, and cleaned everything like only a German can.

A year later, she moved to the United States and our first stop was the Zone One AutoCross 3 days later. She figured out the shift pattern on the way there and

continued on page 18

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drove well enough to win the ladies class. She caught the bug and wanted to learn more. I now felt certain I had a keeper and we got married the next week.

Season one, 3.5 years ago, we start actively co-driving the 914 in North Country Region and Northeast Region autocrosses. This is one fast class with 914s driven by Tom Tate and Chris Darminio always battling it out for class and even sometimes FTD and overall honors. There are no ladies classes. Sigrid began to beat one or both of them on occasion in 2005. The writing seemed to be on the wall. She was coming after us. Even if I got second, she still did not beat me. For 3 years, the gap was closing as she kept learning car control and autocross skills. She even mixed in a few DE events in the 944 at Sebring and the M3 at Mt. Tremblant moving to the head of her run groups.

So, July 2nd, 2006, NER autocross at Devens, after almost getting me but for a cone on her fastest run the day before, Sigrid was first in class one. She beat

me by .4 seconds on an 80 second course and was only 2 seconds off event FTD. Appropriately, the photo trophies at that event were not just of our Lime Green 914, but with her numbers and her driving.

So, now you can understand the title of this article: I now live with a co-driver who can beat me. I have taught her much of what she knows about driving, but not all I know yet. Class is over.

For the other titles: If I sell the car now, get a really fast one (maybe a GT-3) she will have a much harder time learning to control this car. Since I am such a great instructor, what did I expect from her? And last: I am so proud of her you cannot imagine: she can be faster than me in the 914. Time to raise the bar. She still has not done it with the M-3.....





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Joe Campisi is hosting an “open house” at his shop. This is an informal “meet the mechanic” session and a chance to pick up or sell/swap Porsche parts while enjoying some nibbles. Finger foods and drinks will be available.

There is a very large parking lot in front of the shop and we plan to line up as many Porsches as we can in date or model order for viewing. Some exotics will be on display as well.

Tables will be set up so you can place any items you wish to sell or swap. Something like a mini Hershey meet where you can search or get rid of some of those car parts.

A few small raffles will be held as well during the day. Hope to see you there...come and meet Joe the owner. You won't be disappointed...He is not only a great mechanic, he is also the owner and a Porsche enthusiast as well!

See you there...



IMPORTANT NOTICE BY LAW REVISIONS

The bylaws committee has examined the North Country Bylaws and are recommending the changes presented below –Current Bylaws regarding changes to the Bylaws are also included for your information. The North Country Board of Directors has approved these proposed changes for voting on by the membership. The individual board members may or may not necessarily endorse any particular change – that is up to the membership

ARTICLE X: Amendments to the Bylaws

a) Amendments to these bylaws may be proposed by the Board of Directors or by any ten or more members in good standing. Amendments submitted by the general membership must be in writing and signed by those members submitting such proposed amendment(s).

b) The Board of Directors shall publish the proposed amendment(s) in the Club's official publication and shall arrange for a vote of the members. The affirmative vote of two-thirds of those voting shall be required for approval.

(No changes to Article X — information only)

ARTICLE I: Name and principal office

The name of the club shall be Porsche Club of America Inc., North Country Region. The principal office shall be at the residence of the President.

Changed to "President" from "Secretary" to be consistent with National practice – listings in Panorama etc.

c) Terms of office shall be one (1) calendar year. No elected officer will serve more than 3 (three) consecutive terms.

Added a 3 term limit for Elected officers – necessary to encourage new blood in the Club Leadership

p) Members of the board who are unable to attend a Board meeting may vote by virtue of a Proxy, in writing, carried by another board member or by E mail and presented to the person chairing the Board Meeting. The person carrying the Proxy, may cast the vote of the absent member on any matter before the board unless the written Proxy contains instructions to the contrary.

Par p) is a NEW section to define and clarify the use of Proxys – the bylaws were silent on this subject previously

b) A quorum at any special meeting of the members shall consist of 10% of the membership or of 50 members, whichever is less. (Rev. 11/13/99)

Par b Changed to 50 members from 10 in order to be proportionate to the current size North Country Region

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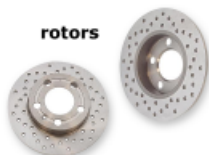


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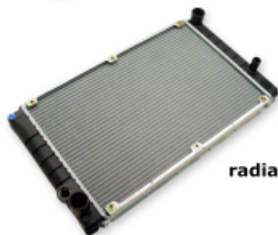
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NCR BOARD WERKES

Doug McIninch, Secretary



NCR/PCA
Meeting Minutes
July 11, 2006

On July 11, 2006 five Board members and six Club members met at the Cat'N Fiddle Restaurant in Concord, NH to conduct business.

President's Report: Janet Leach welcomed all present and reported that there had been no correspondence of significance since the last meeting.

Vice-President's Report: Miriam stated that all the necessary insurance forms have been submitted through the September event at Lime Rock. She also noted that the procedures for the execution of the liability waiver forms for the Charity Laps at NHIS have been refined.

Secretary's Report: After a brief discussion the April and June minutes were accepted as distributed and amended.

Treasurer's Report: The July Treasurer's report was, after a brief review, accepted as distributed by E-mail.

Membership: Lisa Roche reported that membership is pretty much steady at 464. The information flow from PCA has slightly improved in the past month or two.

Northlander: No report.

Advertising: No report.

Website: No report.

Safety: Edgar reported that all has been safe. The role of Tech Inspectors was reviewed. Edgar will be privately addressing the concerns that were noted.

AX: The July AX #3 was a successful driving experience for the entrants as

well as economically for the Club.

DE: No report. Concerns for the number of registrants for the upcoming NHIS event were discussed. The White and Black run groups were not full but will probably be OK by the time of the event.

Concours: The event at Greeley Park in Nashua was very successful with 33 cars participating. The setting was beautiful. There was over \$1100 in registration fees.

Charity Tour: The many details are being worked out. There are 6 pre-registered Track Samplers, 14 for charity laps and 44 Tee shirts have been pre-sold. So far there are 4 Make-A-Wish families.

Rally: Don is looking at two dates for the fall. They will be determined soon and published on the Website and in the *Northlander*.

Social: Ivy reported that the Movie date for "Cars" and the Ice Cream Social were a lot of fun and well attended. There will be more similar events to come.

New Business: The July 15 launch of the 997 Turbo was noted. The Nominating Committee (Don Johnson and Jaime Gratton) is at work. Edgar reviewed his need for help with a co-property manager. Paul Tallo has been of great assistance.

Loaner Helmets: The problems of attending to loaner helmets was discussed in some detail. It was agreed that only



three loaner helmets would be brought to track events.

By-Law Changes: The recommendations of the By-Law Committee were reviewed and it was then voted to post the proposed By-Law changes in the mailings for the Annual Meeting and

Banquet. A vote will be solicited of the Club.

There being no further business the meeting was adjourned.

Doug McNinch, Secretary
7/31/2006

Driver's Education Schedule!

Oct 16-17 Spring is a Long Time Coming - NHIS

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NEW ENGLAND DRAGWAY! DRAGWAY DRAGWAY DRAGWAY

By: Bill Kallgren - Editor

Porsches at the dragway! What a concept! The folks at Porsche of Nashua were kind enough to host a release party of the new 997 Turbo and North Country Region was invited. The venue, New England Dragway in Epping NH. If you have ever tuned your radio to Rock101 during the summer months, you will have undoubtedly heard the echoing voice of a hyperactive announcer touting the latest drag race action with the super cheesy echoing voice at the end. New England Dragway

...Dragway....Dragway...Dragway...

Unfortunately I was sitting in a plane, having spent the week in sunny California while many NCR members were

finding out if the dragstrip and Porsches actually would mix.

From the accolades I heard regarding the event, it seems that the "drags" and Porsches do indeed mix. And apparently they mix well. Porsche of Nashua promise more great events at this venue.

If you missed this event, don't fret as it occurred with very little advance notice, and PoN promise more advanced notice for future happenings.

Indeed, North Country region is very special to have such generous supports such as Porsche of Nashua., among many others, who support our club activities.

I want to thank all of those who attended our event and made it a great success. The display of Turbos and 911s was excellent and made it a great event for voyeurs as well as drivers. A special thanks to the folks at NCR PCA for helping get the word out on short notice. We will be making this venue an annual event location and promise to provide more timely communication as well as expanded offerings such as an autocross course at next years event. On behalf of all of us at Porsche Audi of Nashua we hope to see you all again soon either at our showroom for a casual visit or at our next event for more motor sporting fun.

*See You Soon,
Edward Lannon
General Sales Manager
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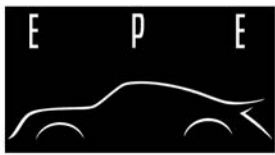
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The next time you need any service, repair or perhaps just a second opinion on Porsche related questions, please feel free to give me or my staff a call or just drop us an email at EPE@EPE.com

Happy Motoring
Jerry Pellegrino

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



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By: Edgar Broadhead - Safety Chair



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

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

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

Some interesting websites:

www.isaacdirect.com,

www.simpsonraceproducts.com,

www.hmsmotorsport.com,

www.schrothracing.com

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

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

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HELP WANTED

North Country Region is currently seeking individuals to assist as our advertising chair. If interested, please contact Janet Leach at (603)433-4450 or email at president@ncr-pca.org



Advertising Sales Partner up with Judy Hendrickson to assist in selling advertising space in the *Northlander*. In this position, you will work closely with the *Northlander* newsletter and club webmaster. The advertising sales position will also coordinate with various committees that may be seeking event sponsorship offering additional exposure to advertisers that may wish to sponsor club events. The advertising chair will finally seek new advertising opportunities and ensure that invoicing is done promptly while responding to any concerns of the advertisers.

Assistant Property Manager Assistant (Co-?) Property Manager: The current property manager is looking for an assistant to manage the club property when he is not available. Duties may include: Tow the NCR trailer to/from events as needed (Autocrosses & Car Control Clinic); pick-up or full-size SUV required, 4000 lb towing capability. Manage, maintain, and account for trailer contents. Maintain generator as needed (gas, oil, etc.). Sign out/in loaner helmets (DE, AX, & CCC events). Sign out/in radios (DE, AX, CCC). Charge radios before & after events. Register trailer; store trailer in safe location. Have questions? Call (603)526-6578 or email ednan@tds.net Some expenses are covered.

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.

A business card for Scott Murray, a Home Mortgage Consultant at Wells Fargo Home Mortgage. The card features the Wells Fargo Home Mortgage logo in the top left corner, which consists of a red square with "WELLS FARGO" in white and a grey square with "HOME MORTGAGE" in white. Below the logo is a small portrait of Scott Murray, a man with a beard and mustache, wearing a dark suit and a yellow tie. To the right of the portrait, the text reads: "Scott Murray", "Home Mortgage Consultant", "Wells Fargo Home Mortgage", "2 Executive Park Drive", "Bedford, NH 03110", "603 626-6222 Office", "603 626-6220 Fax", "603 493-7911 Cell", "800 964-2226 ext. 3931 Toll Free", "scott.murray@wellsfargo.com", and "https://www.wfhm.com/wfhm/scott-murray/".

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Boxster stock # X60136, \$4,000 down plus first payment, security deposit, doc fee and applicable taxes. 60 month lease, 10K miles per year with approved credit.

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