

# NORTHHLANDER

NORTH COUNTRY REGION PORSCHE CLUB OF AMERICA  
volume XXX number 6

June 2007



IN THIS ISSUE: AUTOCROSS 2007 BEGINS

Passion.



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# NORTHLANDER

North Country Region Porsche Club of America  
Volume XXX Number 6 June 2007

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# NCR-PCA CALENDAR

## JUNE 2007

- 9 Rally School, Time/Speed/Distance (TSD) school, Don Johnson, rally@ncr-pca.org
- 10 Time/Speed/Distance (TSD) Rally, Don Johnson, rally@ncr-pca.org
- 12 Board Mtg, location: Common Man, Concord, NH, Miriam Dunster, president@ncr-pca.org
- 13 Ice Cream drive/social – (TENTATIVE), Ivy Leonard, social@ncr-pca.org
- 22-23-24 Zone 1 48 Hours Watkins Glen, Watkins Glen, NY, <http://zone1.pca.org>
- 23 NCR AX # 3, Fort Devens, MA, Joe Kraetsch, autocross@ncr-pca.org
- 25-26 CVR DE at Watkins Glen, Watkins Glen, NY, <http://www.cvrpca.org/cvrhome.php>

## JULY 2007

- 1-5 PCA Parade, San Diego, CA, [www.pca.org/parade](http://www.pca.org/parade)
- 6-7 Porscheplatz at ALMS, Lime Rock, CT, [www.americanlemans.com](http://www.americanlemans.com)
- 10 Board Mtg, location: Common Man, Concord, NH, Miriam Dunster, president@ncr-pca.org
- 13-15 UCR DE, Calabogie with Upper Canada, <http://www.pcaucr.org/site/home.jsp>
- 20-22 NCR/CVR/NER DE, Mt Tremblant, [www.cvrpca.org](http://www.cvrpca.org)
- 22 NCR AX #4, Fort Devens, MA, Joe Kraetsch, autocross@ncr-pca.org

## AUGUST 2007

- 12 NCR AX # 5, Fort Devens MA, Joe Kraetsch, autocross@ncr-pca.org
- 14 Board Mtg, location: Common Man, Concord, NH, Miriam Dunster, president@ncr-pca.org
- 17 NCR DE Advanced, NHIS, Paul Frucci, drivers-ed@ncr-pca.org

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**'06 Cayman S**  
Carrera White P6170 \$56,900  
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Atlas Gray P6159 \$82,600  
**'06 Cayenne Turbo S**  
Black P6219 \$111,600

**'06 Cayenne Turbo S**  
Black P6206 \$111,600  
**'07 Boxster**  
Black P7084 \$46,460  
Guards Red P7076 \$49,400  
**'07 Boxster S**  
Midnight Blue P7011 \$64,995

**'07 911 Carrera Coupe**  
Black P7069 \$78,900  
**'07 911 Carrera Cabriolet**  
Guards Red P701b \$87,900  
Meteor Gray P8004 \$53,445  
**'08 Cayenne S**  
Crystal Silver P8009 \$68,115

...continued from page 3

- 18-19 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 18 NHIS Charity Laps and Track Samplers, NHIS, Paul Tallo, charity@ncr-pca.org
- 18 Rally, ending at NHIS for laps and dinner, Don Johnson, rally@ncr-pca.org
- 18 Trackside Dinner, NHIS, Paul Frucci, drivers-ed@ncr-pca.org
- 25-26 Porscheplatz at ALMS at Mosport, Ontario, Canada, www.americanlemans.com
- 26 Car Show/Historical Tour, New London, NH Common concours@ncr-pca.org

### **SEPTEMBER 2007**

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

### **OCTOBER 2007**

- 7 Car Show/Picnic/Tour, Budweiser, Merrimack, NH concours@ncr-pca.org
- 9 Board Mtg, location: TBD, Miriam Dunster, president@ncr-pca.org
- 11-14 PCA Escapes, Daytona Beach, FL, [www.pca.org](http://www.pca.org)
- 15-16 NCR DE, NHIS, Paul Frucci, drivers-ed@ncr-pca.org,
- 20-21 Weekend Get-Away, Balsams, Dixville Notch, NH Ivy Leonard, social@ncr-pca.org
- 21 Shrimp Boil Rally, Don Johnson, rally@ncr-pca.org
- 28 Shrimp Boil Rally, (Back-up date), Don Johnson, rally@ncr-pca.org

### **NOVEMBER 2007**

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

## FROM THE DESK TOP



### Tracey Levasseur - Editor

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On April 28<sup>th</sup> I was one of 32 drivers participating in the annual Car Control Clinic (CCC). This was my “sophomore year” at the clinic as I attended my first last year. Last year I had only driven my 911 for a total of 3 hours so I was definitely new to all this hard driving during the CCC. Since that clinic I drove the car regularly and participated in some autocrosses where I think I used the CCC techniques to my benefit. But there’s always room for improvement so a second CCC under my belt wouldn’t hurt and I could see how far I had come in a year.

In areas such as the skid pad where last year found me puttering around the cones like a little old lady on her way to church, this year I was actually giving the car some gas! I had the car flying around until I could just feel the back end start to break free – just as the instructors said should happen. Then I would adjust throttle and steering to see the results. And once or twice I even got the car to spin out, which last year would have scared me but this year it was a great adrenaline rush. By the end of the dry skid pad session I was out there alone, something I wouldn’t have dreamed of at last year’s event.

Alas, a faulty belt and gunked up air breather sent me home before the event’s conclusion so I did not get to the

threshold braking as I had hoped for. But of the sessions I did complete I felt much more confident than I did behind the wheel the year before. I thank the patient instructors for putting up with me and also the club for making the CCC an annual event. If you plan to participate in any club events I definitely recommend a CCC every year as a refresher course.

As I mentioned previously, the 911 had technical difficulties and we had to go home early to resolve them. So the following day’s autocross, if I attended, would have me warming the bench since I broke the Porsche. I got to the NHIS parking lot the next morning in time for Joe Kraetsch’s instruction lecture and watched from the Easy-Up tent as new and seasoned members navigated the small sea of cones spread out before them. As luck would have it (or maybe because they took pity on me) I was allowed to drive my non-Porsche on the course after lunch. Actually, Judy Hendrickson was having “technical difficulties” with her 914 so I finished her session. After waiting all winter it was such a thrill to get out amongst the cones and corner flaggers (everything is so close in a small parking lot). It was made all the more “thrilling” because I had not walked the course beforehand. So Judy rode shotgun to direct me. After three runs I finally got it!

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# FROM THE PRESIDENT



Miriam Dunster

Hello Everyone,

I cannot believe it is time for another column, wow time flies by quickly to me. As I write this column it is a warm spring day or rather an early summer from the temperature. The last few weeks have brought us very strange weather patterns throughout the country. Hope you have all managed to survive it and are looking forward to the summer like I am.

NCR has started out the New England driving season with three great events. Personally I only managed to make it to the Spring Rally, or should I say tour instead, to Quechee Vermont although I was registered for all three events. Things come up in our lives that force us to make changes to the original plans. You might have heard some interesting stories regarding the tour. It seems that two out of three starting points had events occur that definitely gave those that attended something to talk about when we did all join together in Quechee.

I wish I could say one of those stories was with the group that I started with but that would be incorrect. The only thing I will say is that even Rally Masters can make mistakes, too bad they are caught by seasoned rallyists. Don took the razzing in his customary manner.

If you did not make this tour please check out the *Northlander* and website for information on the Balsams trip in October. My last comment is that smaller groups of PCA members can have a great time so don't miss another opportunity for more fun. With the driving season in full force there should be something on the calendar for everyone. If not, send me your suggestions for other activities. We always welcome suggestions from the membership.

It is time for you to enjoy this edition of the *Northlander*.

See you on the roads!



*A rustic covered bridge seen on the Quechee Tour.*

## SECRETARY'S DESK



Paul Tallo - Secretary

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On May 8<sup>th</sup> 13 board members convened for our monthly Board Meeting. After having April's meeting via a teleconference call, and with the arrival of a week of beautiful May weather, many attendees were happy to travel to Concord in their Porsches for the meeting. JLYBN and BIG-BRO were spotted in the parking lot!

Reports from the early season events: there was a small but fun crowd on the surprise rally to Quechee, VT. The AX at NHIS had about 30 participants, including 10 folks that had been at the Car Control Clinic the preceding day. I volunteered at the CCC and it was great to see the excitement of first-time folks in the afternoon as they improved their AX times. Ahhh! New AX and DE recruits – they are hooked!

Registration for DE events is going very well and folks are excited about the new tracks and improved relationships with the other PCA regions with which we are sharing events this year. Another reminder to mark Saturday August 18<sup>th</sup> on your calendar – every NCR member has a reason to head to NHIS that day. Whether you'll be there for DE, or annual Charity Laps (mid-day and end-day sessions this year!), part of the rally that will end at NHIS for the second Charity Lap session, or whether you just want to eat,

drink, and socialize at the evening pig roast.

By the time you read this in the June issue, our new NCR website will be up and running and we look forward to a more user friendly environment and even self-serve areas for the Mart, photos, etc as Dick Demaine continues to roll out all aspects of the new site. 2008 may bring even more improvements to the registration area and adding of more events/activities to on-line registration. Check out the new site now for some 2007 calendar updates! Be sure we have your latest email and that you are registered for the NCR News e-mails to receive messages about impromptu social events and reminders of upcoming events.

That's a quick summary. As always, contact me if you want the full formal meeting minutes. I had to strap myself to the computer to make myself get this column submitted, since I've been busy getting the track car ready – new seat brackets, new harnesses, and oops...during Pre-Tech inspection Matt tells me that I *should* replace a rear wheel bearing. Sounds like a good idea to be safe and not risk any down-time at the track. Be safe, get out there and enjoy your favorite Porsche and come on out to enjoy the club's great people this season!

# THE STARTING GRID



## Lisa Roche - Membership

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### **New Members:**

James H. Graham	Concord, NH	1972 911T
Mark S. Hourihane Leanne Hourihane	Rochester, NH	2004 911 C2
Jim H. Messenger, Jr. Carol Messenger	New London, NH	1973 911
Roger R. Perron Joanne Perron	Northwood, NH	1990 911
James Trenz	Greenfield, NH	1993 968

### **Anniversaries:**

#### **1 Year:**

Gordon S. Bowersock Leslie Inman	Lincoln, NH	2005 911 C2
Grant K. Cumming	Deerfield, NH	1993 911
Brian P. Raynes Lindsay M. Raynes	Durham, NH	1980 911SC
Michael J. Glick Judith Glick	Center Ossipee, NH	1965 356
Pete Hodgkins Sue Hodgkins	Bow, NH	1997 Boxster
George A. Rassias	Nashua, NH	2006 Boxster S

## **2 Years:**

Thomas L. Ciardelli Anthony Ciardelli	Hanover, NH	2005 911
Richard D. Demaine Nancy Demaine	Windham, NH	2001 996
John C. Hart Tracy B. Hart	Nashua, NH	2004 911
Douglas R. Horrocks	Bedford, NH	1999 911
Peter R. Perrault	Nashua, NH	2003 Boxster

## **5 Years:**

William C. Delatore Deborah M. Delatore	Rochester, NH	1982 911
Robert A. Futterer Laura Futterer	Berwick, ME	1965 356C
Conrad K. Lee	Bow, NH	2001 911
Gregory A. Loupis Kelly Loupis	Hanover, NH	2002 911

## **10 Years:**

Michael E. Comer Nathan Comer	Old Orchard Beach, ME	Not Listed
Michael Firczuk Kathryn E. Firczuk	Durham, NH	1986 944
Dennis A. Molnar Deborah A. Molnar	Dunbarton, NH	1973 911S
Randall Viola Judith A. Whitcomb	Nashua, NH	1996 993

**20 Years:**

Michael D. Dingman  
Elizabeth Dingman

Hampton, NH

1988 930

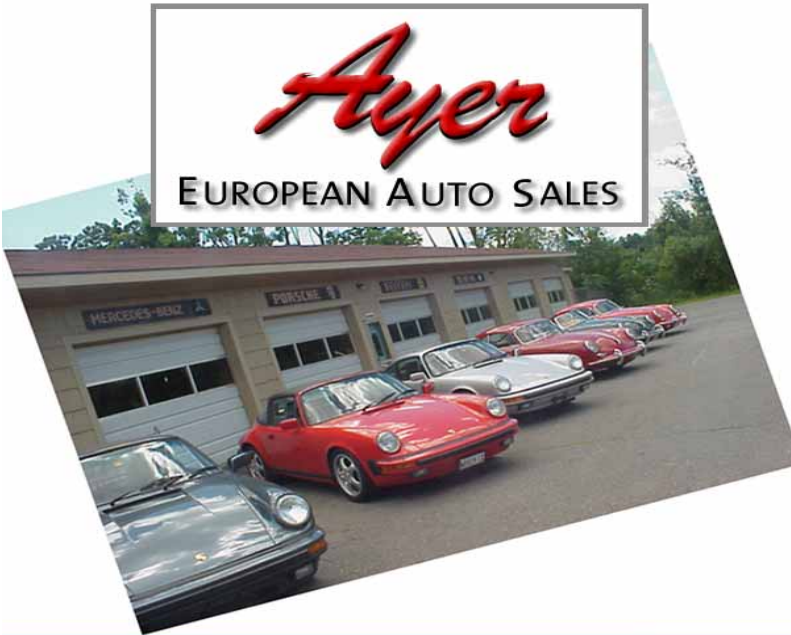
Eric M. Nichols  
Alison Watts

Newfields, NH

1967 912

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# AUTOCROSS

Joe Kraetsch



## Autocross #1 Results

The weather was cool and cloudy with temperature maybe in the sixties. This was NCR's first autocross at a new site, the M-lot at NHIS in Loudon, NH. For many, this was their first autocross experience on a parking lot and as such was quite a change from the wide open space at Devens.

Mark Schnoerr generously helped me set a course Saturday night after the Car Control Clinic and also helped with changes Sunday morning to make the course flow better, easier to follow and safer. It turned out to be a great course—easy to follow but difficult to master. The course featured several linked elements which required patience on the first element in order to set up for the elements that followed. Too much

aggression in the wrong places would slow you down and hurt your final time.

We had a delayed start because we were not allowed to enter the site until 9:00 a.m. due to traffic entering for the motorcycle races on the track. We had a couple first event jitters and a few minor timing glitches but overall the event ran smoothly. We got ten runs in with a lunch break and were finished, packed up, trophies awarded and headed home by 4:00.

We were hoping for a larger turnout after the number of responses from our member survey last year in favor of an event closer to home. Perhaps the less than ideal weather forecast or the early season date kept some folks from joining us.



*Sigrid Schnoerr, one half of Team Schnoerr Meister, performs a little smoke show with her 914.*

I was happy to see many of Saturday's Car Control Clinic students return Sunday to practice their newly acquired skills. I was even more pleased to present trophies to several of them at the end of the day showing just how much they had learned. We saw several new faces and some faces that had been absent for a couple years. We also saw three generations of one family participating. Pete Petersen, our club treasurer, brought his granddaughter, Alex Snowe and her father, Tom Snowe out to play with us. Tom won the Novice class with Alex finishing second. Look out Jamie and Christine Z! Alex may be vying for the "Cone Queen" title. The NCR Novice class is open to anyone who has been autocrossing less than one year and who has never won the Novice (or any other) class. (Sorry Tom, you are no longer eligible!)

There weren't any tight races for first place and the morning leaders all held on or extended their leads with their afternoon time. There were close races for second place in several classes. Dave Porter needed to get faster somehow after losing to me at the Zone 1 Autocross last fall so he showed up in a Dodge

Viper. Unfortunately, he is no longer in my class (but I still beat him). In fairness to Dave, he was running on 8 year old street tires so he couldn't do much with all that horsepower, but he sure had fun trying! Mark Schnoerr took FTD as well as top PAX.

I would like to thank all who helped the event run so smoothly. I would especially like to thank the morning workers who also worked regular assignments: Judy Hendrickson and Lisa Roche handled registration, Ivy Leonard and John Lussier covered the insurance waivers at the gate, Kevin Bobbitt set up Timing and Scoring, Georges Rouhart and Matt Romanowski did tech inspection, Mark Schnoerr helped me with course design/setup and Barb Jacques who helped out even though she wasn't driving.

Our next autocross events are:

- Autocross #2 Saturday, May 26 at Devens, MA
- Autocross #3 Sunday, June 23 at Devens, MA

We hope to see you there.

### Summary Results, NCR Autocross #1, April 29, 2007

#### *Novice (PAX indexed class)*

		<i>AM</i>	<i>PM</i>	<i>Total</i>	<i>PAX</i>
1	Thomas Snowe 1988 944s	40.870	41.021	81.891	65.103
2	Alex Snowe 1988 944S	44.544	41.079	85.623	68.070
3	Ivy Leonard 1988 944 Turbo	45.358	41.289	86.647	71.743
4	Toni Surdam 2003 C4 Cab	49.896	42.085	91.981	75.424
5	Lewis Surdam 2003 C4 Cab	60.926	43.489	104.415	85.620

#### *Strict Stock (PAX indexed class)*

		<i>AM</i>	<i>PM</i>	<i>Total</i>	<i>PAX</i>
1	Dick Demaine 2001 Cab	37.888	37.695	75.583	61.978
2	Jeff Johnson 1987 911	41.131	39.253	80.384	64.307
3	Pete Petersen 1988 944S	39.190	42.115	81.305	64.637

<b>Production 2</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Joe Kraetsch 1988 924S	36.379	35.797	72.176	58.606
2	David Case 1987 944	37.525	37.711	75.236	61.091
3	Lisa Roche 1989 944	38.234	37.677	75.911	61.639

<b>Production 3</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Mark Schnoerr 1974 914	35.027	33.533	68.560	56.356
2	Sigrid Schnoerr 1974 914	35.436	34.154	69.590	57.203

<b>Production 4</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Kevin Bobbitt 1989 944 S2	37.317	35.953	73.270	60.667
2	Jack Saunders 1990 944S2	45.972	44.688	90.660	75.066

<b>Production 5</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Georges Rouhart 1993 968	38.517	36.949	75.466	62.485

<b>Production 6</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	John Lussier 1985 911	37.383	36.739	74.122	61.373
2	Robert Canter 1984 911	38.544	37.167	75.711	62.688
3	Chris Ryan 1984 911	39.083	37.308	76.391	63.251

<b>Production 7</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Chris Jacques 2001 Boxster	35.081	34.196	69.277	58.054
2	Oliver Lucier 1998 Boxster	36.042	36.139	72.181	60.487
3	Christina Colburn 1998 Boxster	41.400	36.551	77.951	65.322

<b>Improved (PAX indexed class)</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Eric Kessel 1990 911	37.438	37.216	74.654	64.053
2	Henry Cowles 1993 RSA	38.942	37.093	76.035	65.238

<b>Modified (PAX indexed class)</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Matt Romanowski 1973 914	38.187	39.873	78.060	67.600
2	Judith Hendrickson 1973 914	42.238	dns	dns	dns

<b>Non-Porsche (PAX indexed class)</b>		<b>AM</b>	<b>PM</b>	<b>Total</b>	<b>PAX</b>
1	Tom Gurski 2005 Lotus Elise	36.160	35.115	71.275	60.441
2	Bill Kallgren 2002 BMW M3	40.681	37.829	78.510	65.791
3	Dave Porter 2000 Dodge Viper	39.355	38.441	77.796	65.971
4	Tracey Levasseur 1997 Jaguar XK8	dns	44.674	dns	dns

See more AX photos on page 43 & at  
<http://www.ncr-pca.org/>



# NORTH COUNTRY REGION 7<sup>TH</sup> ANNUAL CAR CONTROL CLINIC

Tom Harris & Paul Frucci

North Country Region's 7<sup>th</sup> annual Car Control Clinic (CCC) was held on Saturday, April 28, 2007 in the parking lots of New Hampshire International Speedway. This event precedes the start of NCR Driver Education (DE) and Autocross (AX) seasons, and is a highly recommended introduction to car control prin-



*A Targa driven by William Wright parts the waters of the wet skid pad.*

ciples for those members about to impart on their inaugural DE event and is a refresher for those members anxious to begin the fast approaching AX/DE season. Students who participate in the CCC are much improved and more aware drivers. The skills learned can be applied at DE, AX, and even on the daily commute. Despite the weather forecast of periods of rain, a sell-out group of 32 eager drivers arrived ready to learn and practice the principles of car control. Making this all possible was a team of 18 very qualified volunteer instructors, tech inspectors, course workers and our event sponsor, Porsche of Stratham.

After a brief classroom session on safety and car control principles, all students made several runs on the AX course to establish a good baseline for training

and to benchmark improvements by day's end. Exercises in the morning and early afternoon included the always popular skid pads (one wet, one dry), the threshold braking/lane change exercises and an oval course designed to illustrate the value of vision and the proper line through a corner. Students were then divided into two groups. One group repeatedly drove the AX course while the other group had free reign to practice on the skid pad, threshold braking, and lane change exercises. Later, the two groups switched so everyone was afforded equal time. Congratulations to Sigrid Schnoerr who nailed Fastest Time of the Day (FTD) in her 1974 914. Kudos for Most Improved Time go to Robert Canter in his 1984 Targa. The first NCR autocross event of 2007 was held the day after the CCC, also in the parking lots

of NHIS. Eleven of the CCC students participated in that event, and several trophied in their class. Congratulations to all. Paul and I, and the rest of the DE Team look forward to seeing many of you at our DE events this year.

Thanks to all the CCC students for your participation. Your enthusiasm for driving your Porsches makes all the hard work worthwhile. Thank you to the AX team consisting of Kevin Bobbitt, Joe Kraetsch, Lisa Roche, and Paul Tallo for pulling the AX exercises together. Thanks also to all the other volunteers, including Edgar Broadhead, David Churcher, Tyson Duve, Judy Hendrickson, Dave Karl, Doug McIninch, Linda Petersen, Pete Petersen, Bob Pickul, Matt Romanowski, Mark Schnoerr, Bob Tucker, and Mark Watson.

And finally, another big thank you to our event sponsor, Porsche of Stratham.

Paul and I have started a post-mortem analysis of the event to determine what worked well and where we can improve things for next year. Feedback from students and volunteers is most welcome, and we have already received many letters of appreciation/suggestions via email. We look forward to further feedback to help us continuously improve the event, so keep those cards and letters coming! Paul and I are temporary CCC co-chairs, and the position of CCC chairperson is still open. We both have expanding responsibilities in other areas of the club, which will make it difficult for us to chair this event next year. Anyone interested in becoming CCC chairperson can contact Paul or me for information.

More CCC photos on page 33  
& at <http://www.ncr-pca.org/>



*Thomas Batchelder glides around the wet side of the dry skid pad.*

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



Well I just got back from a three day Rennsport DE event at Calabogie Motorsports and I have to tell you, this is my new favorite track! In fact, I don't think there was anyone there for whom this is now NOT their favorite track! In a word, fantastic.

With 23 turns, some of them blind, it is without question very difficult. Heck, it took most of us a full day just to be able to know where we were on the track at any given time! Friday was an instructor only day, and it was almost comical to see the look of confusion on faces as we came off the track for the first few runs. Instructors were saying things like "How am I going to teach a student tomorrow when I can't find my way around this track myself?" I did my first orientation laps with a track map taped to the steering wheel! We took turns riding with other instructors and calling out the turns until it sank in. Thankfully no one zigged when they should have zagged with any ill effects and it was a safe and well run event.

The team to watch this weekend was Dave and Kristin Karl. Dave had a couple of days at Calabogie under his belt prior to Friday and was absolutely tearing it up out there, smoking everything in sight in the Karl 993. Rennsport Region has more GT3's than you have ever seen in one place so believe me when I say the company was fast! Kristin completed

her Rennsport instructor training and was running in Red by Sunday and just dusting most of the instructor run group. I could not keep her in sight! Pretty impressive. I guess the couple that drives together....

A lot of people have been questioning whether or not the ride to Calabogie is worth it, and believe me, it is a long ride. It is a 3-hour drive from Montreal, and not only do you have to time your ride through Montreal traffic, but you also have to drive through Ottawa traffic. So getting an early start and getting through Montreal by early afternoon is critical, otherwise you can add another hour to your drive. But is it worth it? Yup.

Previous *Northlander* issues have had articles on driving Calabogie and the area. I urge you to read them and study the track map and watch the video on the Calabogie web site before going.

Oh, and make your lodging arrangements early as this sleepy little town is all of a sudden getting very busy.

On other fronts, our May DE event at NHIS was sold out. NER had to cancel their May 7 NHIS event so NCR picked up a lot of registrations from them. Registrations are brisk for the rest of the season as well, so I urge you to register early!

# LOOKING BACK

## Judy Hendrickson

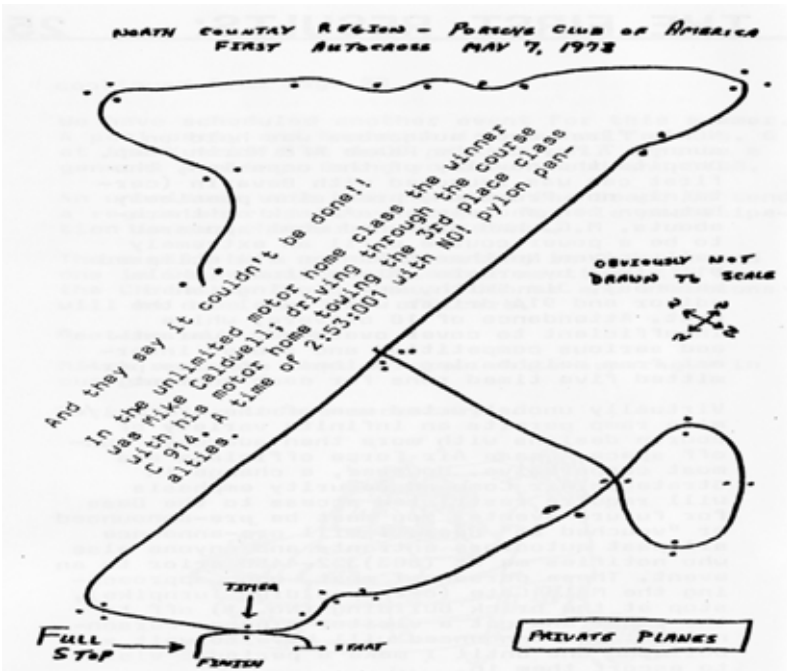
We continue our look back through the *Northlanders* over the past 29 years, looking at that first year (1978) and every 10<sup>th</sup> year:

### 30 Years Ago (Volume 1, Number 6) June 1978

June's 36 page issue was filled with a follow up article on NCR's first ever AX at Pease AFB, a reflective piece on last year's Bryar (now NHIS) Bash, a member profile on Gary Tito, the second part of Mike Killian's article on the Scuderia

Hanseat Nürburgring driving school and promotional articles for the Zone 1 48 Hours of Watkins Glen, the second annual Bryar Bash and the next NCR AX.

See the diagram of the first NCR AX for how they made use of an unobstructed ¼ mile by ¼ mile space. Maybe we could reenact this sometime? A 914 2.0 took fastest time of day. Some things don't change. 914's are still taking Top Time of Day or close to it.



In the then and now department, the Nürburgring experience was \$230 in 1976 and is 1775.00 Euros now. The Bryar Bash was \$35 for a day of DE and a day of Time Trials (\$65 for 2 drivers in the same car) compared to \$140/day/driver today.

The Mart section featured a variety of items, including a 1971 Honda CL 175 motorcycle being sold by Edgar Broadhead for \$350 and a 1968 912 in street concours condition for \$6000.

There were no Ed Zelz cartoons, but there was some original artwork by editor Jim Smith including the news-letter cover.

### 20 Years Ago

There was no June issue in 1987. In fact, the only issues were a January and March issue. I guess the region was having some problems at the 10-year point.

### 10 Years Ago (Volume 20, Number 3 (June 1997))

The June issue cover was a photo (courtesy of Don Johnson) of some of the participants in the May Robin Hood Rally. Filling out the 32-page issue were a number of regular columns and several follow ups on past events.

The Novice winner of the Robin Hood Rally, current Chief Instructor Bob Tucker, gave an amusing account of that event written somewhat in old English. As you might guess this was a gimmick rally with questions needing answers that had a Robin Hood/



Sherwood Forest theme. The rally ended at the Red Hook Brewery where everyone enjoyed the local libations. Pete Rokel also provided commentary on the rally as the overall winner. Seems his journey to the start point involved some on-the-road repairs – an axle shaft came loose and was resting on his exhaust. He noted that when changing transmissions one should write down what has been tightened before going to bed.

Surprisingly, Pete and Linda Petersen, DE Chairs, were reporting the June NHIS event was undersubscribed and would not break even – hard to imagine that these days. The 2 day event was \$150/driver...now it's \$140/day/driver.

continued on page 42....

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# DEAR HANZY, MEIN HANZY

John Killion

Dear Hanzy Mein Hanzy,

Now that the winter permafrost has solidified around my ankles and the memory of your cousin Helmut's impromptu invasion of my digs has vanished into the primordial stew of my short term memory, I feel safe in writing to you once again, and once again delineating another poignant manifestation of my ongoing social angst, as personal and depraved as it certainly is.

The other day I walked into a local Porsche dealership and innocently headed straight into the parts department, determined to purchase a genuine set of OEM timing belts for my old and beloved 944. As I approached the counter to announce my intention I was intercepted by a rather well-dressed man with a very nice haircut who smiled at me and said, "Have you *seen* the new Cayman S yet? It's to *die* for."

Now Hanzy, I've always thought that God, family and nation were the only things worth dying for, but to recognize that there existed another valid reason for my sudden temporal demise set my philosophical tentacles all a quiver with potential possibilities, and I found I could not resist the man in the well-tailored suit when I stammered, "You mean you have one on the lot...*now*?"

"I have several, though I assure you not 'on the lot'," he purred. "And in some of the *very best* color combinations available."

I fingered the wad of cash I had in my pocket and thought about my old 944.

I'd planned on spending this money on *her*, for something that *she* needs, or wants, or could use. But this will be something like the hundredth time that I've serviced this Old Girl, and the thought of climbing under her once again to perform my magic was, well... frankly... boring. So, with no small amount of hesitant trepidation and self-loathing I followed the dapper salesman into his den of infidelity.

I was instantly immersed in an ocean of glass and brilliantly reflective surfaces and I suddenly felt strangely underdressed, and chocking upon my revulsion at my outward appearance my eyes fell upon the sultry shape of the new Porsche Cayman S, and I felt my breathing stop as her presence invaded some primitive level of my psyche, and as I imprudently and foolishly awaited a formal introduction to this pretty *frauline* I think I may have actually blushed.

Without looking in her direction I could see my old 944 where I'd left her, parked on the other side of the wall of glass and unknowingly awaiting my return, patient in her trusting ways. I looked at her familiar face—usually quite pretty to me—but now that the Cayman S was winking at me with the promise of pleasures to come I suddenly thought that I've been looking at that face for way, way too long, and perhaps a change would be best for the both of us.

The dapper salesman whirled around from behind his desk and laid the Cayman's build sheet across his forearm

as if he were offering a warm towel, and serving it up thick he said, "I see that she has caught your eye, and a fine eye you have, sir. Would you like to view her pedigree?" My eyes momentarily flitted across the build sheet he offered but my attention was completely riveted upon the flirting siren whose tune I fear I could not resist, whose face had already burned itself into the primordial folds of my masculine résumé, and I somehow knew that my wallet and any sense of reason and logic would not be the prevailing factors in the events which would immediately follow, and I shuddered to think of the implications as my thoughts returned to my otherwise beloved 944. We've been together for over a decade now, and other than a few minor squabbles our relationship has been quite satisfactory, and if the truth really needs to be known here, I'd have to admit that she's still a better car than I am a driver.

But there's the Cayman S. A dark mistress with fresh lines and curves, taut and hard-bodied with an athletic yet graceful figure, and for the first time in many years I felt moved to poetry. The carefully-placed lights reflecting upon her surface brought ancient words to mind and I tried to remember the line that follows, "She walks in beauty through the night," but all I could remember was something about stars and cloudless climes when suddenly her scent caught me unawares and I fell into a delirium the likes of which I am sure I could never properly explain. The dapper salesman moved in at just that moment, and when I looked into his eyes I could've sworn that his pupils morphed into vertical slits when he asked, "Would you like to talk about financing, sir?" And I was so deep

in my passionate fever that I'm sure I mumbled in the affirmative while never even shifting my gaze from this Nordic floozy.

I was vaguely aware of some big numbers flying around the room. I was also momentarily offended to learn that my 944 would not be welcome in the pre-owned section of his lot, but I found myself strangely unmoved to defend the point. Legal papers were appearing before my eyes but all I could see was the Cayman S winking at me through the glass, and I think I may have winked back. The dapper salesman handed me his pen and again I thought I saw those vertical slits as I considered my immediate fate. I could feel the terror sweat building on my brow. This wasn't something that I had asked for, *it had simply happened*. It was totally unexpected. A chance encounter which could alter *everything*. I'm as much a victim of circumstance as... as...

I needed some air and took off through the back door so that neither one of them would see me in the depths of my shame. It was then that I became aware of the gnawing hunger which usually follows my greatest moments of embarrassment, so ignoring the protestations of the dapper salesman who seemed more concerned with getting his pen back I walked to the nearby diner for a brief respite from the dilemma I'd foolishly created for myself. But there was none to be had. From my seat at the counter I could see my Old Girl parked at the dealership, still pretty in her Copenhagen Blau dress after all these years, still willing to put up with my heavy-handed and clumsy shenanigans, still willing to give her all in a sometimes-futile attempt at making me look good.



I choked down my flavorless burger and tried to look away from my car. The sense of guilt was overwhelming and now that I was away from the Cayman's exotic influence I began to wonder how I could've even entertained such a monstrous thought as I'd been harboring. I dropped a sawbuck on the counter and made my way for the door. I stealthily snuck back onto the lot while easily using the vast inventory of SUVs for cover and made my way to my car. Sliding into the driver's seat I could see the dapper salesman entertaining another potential suitor who'd had the foresight to dress properly for the occasion... and it was painfully obvious to me that the Cayman S was sufficiently warmed to him that she'd already forgotten my impromptu

and highly undignified retreat, which was about to be compounded by a blazing exit from the parking lot.

My car of course suspected nothing, and was only too happy to kick up her heels at my suggestion that we, 'blow this clambake.' My sense of relief and escape was palpable as I side-stepped my clutch and wound out first gear, but a lingering feeling of guilt and betrayal would have to be dealt with. So in an adolescent attempt at making things right — and before I begin to file this ugly little incident into a special black hole of my memory — I steered my 944 into the local Toyota dealership where she always enjoys strutting her stuff in front of the debutants. "See my dear," I gently said to her. "You still got it. Even after all these years."

## **Wanted: PCA History**

By Ellen Beck, PCA National Historian

An important goal of an historian is to collect and archive significant items of our club's history, in addition to the typical paper records and documents. Our premier national event since our club's inception has been the national Porsche Parade, yet we have very few examples of Parade memorabilia in our collection.

I hope to acquire a selection of memorabilia from each of our 51 previous Parades which would include the following items: a Parade binder, a Schedule of Events, a Trophy, a logo patch, decal and grille badge, a wine glass and a Yearbook (from Parades that had these items), and any other unique items, video and photos from individual Parades. I appeal to our membership to consider donating any of these items (or other historical items) where you may have duplicates or find you no longer have the room or inclination to store your old Parade memories. They will find a welcoming home and attractive display space in our new National Offices.

Please contact Ellen Beck at [historian@pca.org](mailto:historian@pca.org) or (301) 788-0370, or Vu Nguyen at [admin@pca.org](mailto:admin@pca.org) or (703) 321-2111 if you have questions or are able to assist in our search. Items may be mailed to the PCANational Office at P.O. Box 1347, Springfield, VA 22151. A PCA Certificate of Appreciation will be sent as a thank you for your generosity.

# THE PROMISE AND PITFALLS OF OBD

Jack Saunders

---

The last Tech Session of the NCR series was presented on March 31, 2007 by Dick Horan of Precision Imports in Manchester where he introduced us to the complex and compelling world of OBD, which you can only ignore at your peril if you own a Porsche newer than 1990. I first heard about OBDII, which stands for On Board Diagnostic System II, when I decided on the future acquisition of a mid 1990s C4. Fortunately there appeared in the Feb 2007 issue of *Panorama* an enlightening article, "Understanding On Board Diagnostics" by Tom Charlesworth, the National Tech Chair. His article reinforced Horan's message as well as detailed the many merits of OBD, and I recommend you refer to it for more details and explanations than appear herein.

Here is a timeline of the evolution of Porsche's current powerful yet perplexing system, from its humble birth in 1986. This history will help you pinpoint where on the OBD spectrum your Porsche places you. Starting with a primitive 2button, light and toggle switch system, the first handheld tester Model 9268 appeared in 1988, and in 1989 the dashmounted "engine check light" appeared along with the augmented handheld "Hammer" which in addition to testing for faults, could reset control units and douse failure lights. Inevitably as Porsche engineers extracted more power from a virtu-

ally fixed displacement engine they had to invent new ignition and fuel management systems and variable cam timing, to increase performance. And, when alarm and traction control systems were added, the new OBDII multipurpose tester/reprogrammer/coder was introduced in 1995. OBDII had to be augmented by the computerbased diagnostic system POSES to accommodate more complex systems such as the alarm, which has 350 possible faults. However, the most invasive innovation in the car data capture and transmission arena is Porsche's introduction on all cars starting in 2006 of the PIWIS, which automatically/wirelessly (via satellite) transmits selected car and engine operational and maintenance data back to Porsche headquarters. The net result of this fast, automated system is that Porsche sends dealers updated texts instantaneously, obviating the timehonored printed shop manuals, to the detriment of independent shops like Precision Imports. They must now bear the expense and inconvenience of accessing the necessary information from other sources. An example of one of these purveyors of OBDII related info is an outfit called ALLDATA which sells data to independents for annual and monthly update and Help Line service for hefty fees. Of course, as testers/reprogrammers and computer programs are superceded, independents have the task of acquiring replacements.

continued on page 26...



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...continued from page 24


The following are a few pointers to help you avoid “The OBD Blues” while capitalizing on its merits, which include quick diagnosis and more efficient repair of the complex electro/mechanical systems in newer cars:

- To completely avoid the downside of OBDII, and of course forego its benefits, obviously you must stick with pre1990s type Porsches.
- Before buying a used OBDII car you must carefully check the completeness and veracity of all the maintenance records to verify that known weaknesses/recalls have been dealt with, e.g. pre1992, 911s had no head gaskets and were prone to cylinder head leaks for that reason. Of course, check CARFAX and ARCHIVES for major repairs and for a few hundred dollars have a professional Porsche mechanic inspect and test-drive it before buying.
- Be sure to obtain from the dealer or prior owner all the codes of the controls/components that compose the whole OBDII system because any new replacement controls must be properly coded (and reprogrammed with the tester) to be compatible with the rest of the system before the car can be operated.
- Since controls/parts can only be programmed once, you have to buy new replacement

parts and reprogram them with your OBDII tester. Dick Horan found out the hard way that he couldn't reprogram the OBD control of the transmission he just received from a used parts shop and had to return it. Though it would be impractically expensive, theoretically if you “cannibalized” a car and transferred all the OBDII System components and their controls and know their codes, the transplanted total system might work in your car.

- Before selecting a shop to fix your OBD-equipped Porsche, be sure they are experienced in and are equipped with testers and computer-aided systems compatible with your specific model.

There is a special category of Porschephiles, like David Churcher, that dream of building a race car with modern motor and transmission which in the “OBD World” becomes impractical because it would require the “cannibalization” previously cited or finding ways of controlling the high performance design features such as fuel management systems without the benefit of OBDII.

Hopefully the above suggestions help you reap all the rewards of OBDII's diagnostic and information processing capability while avoiding the costly downside/inconvenience intrinsic to this complex system which we're apparently stuck with forever. 

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Suzanne Davis at [spedavis@11@msn.com](mailto:spedavis@11@msn.com) or at 313.506.5659



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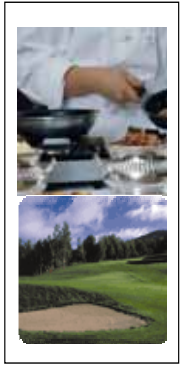
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# 2007 NCR Get-Away Weekend

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[www.thebalsams.com](http://www.thebalsams.com)



North Country Region is looking to establish an annual weekend resort trip to enjoy a beautiful New England drive and the amenities of the many fine resort areas.

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

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

- Golf – as part of this package, enjoy \$ 20 greens fees ! (normally \$ 70) at the award winning championship golf course.
- A large outdoor heated pool sits lakeside. Additional activities at the waterfront include badminton, basketball, volleyball, horseshoes, croquet, bocce and shuffleboard. There is also a poolside cabana bar for a refreshing mid-afternoon treat.
- Lake Gloriette - a sparkling, 32-acre spring-fed lake which can be explored via rowboat, canoe, kayak or paddleboat, all of which are available on-site.
- Package INCLUDES dinner and breakfast (Note – jackets are required for “gentlemen” for dinner.)

Options – make the weekend what **YOU** want. For serious golfers and others that want to maximize the time to enjoy the resort amenities, you're free to set your own travel schedule. NCR will organize folks that want to drive up together. It's approximately four hours from Southern New Hampshire. We'll have a group leaving Nashua area and meeting more folks in the Portsmouth area for a drive up Rt 16. Midway stop in North Conway for shopping and lunch. Return trip down Routes 3 and 93 with a meal stop in the Woodstock/Lincoln area. We will coordinate detailed plans with the final list of folks that sign up. The resort will also accommodate folks who would like to add an additional night to their stay.

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

We have a block of rooms set aside, but we must firm up a number quite early. Contact [social@ncr-pca.org](mailto:social@ncr-pca.org) by June 1st, 2007 to receive the registration form. You'll register directly with the Balsams, but you must get on our NCR list first.



# SPRING RALLY/TOUR: QUECHEE GORGE, VT

Don Johnson, Rally Master

---

May 5<sup>th</sup> marked the date of the first rally/tour for North Country Region in some time. Planned as a relaxing drive through the hills to exercise the car, many people were just getting their cars out of the winter cocoon (I certainly was) and enjoy the first signs of spring – longtime coming. Since this was not a competitive rally and with the region’s scattered membership yours truly, the tour manager, selected three different locations as starting points of the tour: Newington, Merrimack and Alton . This allowed members to start relatively close to home, except for a few living in the far north, but special accommodations were made for them. Another innovation was distribution of the route instruction – all done via e-mail. Very efficient and the Club had no printing costs for that part of the tour. There was still the releases to be

signed and one person at each location was selected to obtain the signatures on the release forms, which are easily downloaded from the club web site (no printing or postage expenses).

The destination of this tour was Quechee, Vermont; a delightful area, home of the Quechee Gorge and the Simon Pearce Glassware and Pottery Gallery, among many other attractions.

This was not a competitive event but the route instructions to Quechee were calibrated so that the three groups would converge somewhere between Tilton and Andover. This would happen if each group started at the exact appointed time and observed the posted speed limits. Unfortunately the leader of the Newington group suffered car failure of



*Rally participants stop to stretch their legs after their long journey.*

an undetermined nature and that group left 20 minutes after the assigned start time – so they missed the rendezvous. The Merrimack and Alton groups had better luck, except for the Alton person who did not remember to load the car until she arrived at Alton – so she was 40 minutes late leaving. Anyway, Sandi and I brought up the rear of the Alton group. When we got to Tilton and driving down Main St, I said “we are approaching the intersection with 132, if the other groups are on time we should meet them there” and just as we slowed for the traffic light, 8 Porsches made the left turn on to Main St from the left. It was the group from Merrimack – no sign of the Newington bunch.

In Andover, Nancy and Ed Broadhead joined us and we all continued on to Quechee. It had started out a little on the gloomy side in Wolfeboro that morning but by the time we left Alton it was a lovely spring morning – I particularly enjoyed the stretch on I-89 because it goes through some of the nicest scenery in northern New Hampshire . The instruction took us to Quechee Gorge State Park — nice photo ops of the Gorge

which has a lot of white water and is very deep. A lot of discussion on lunch choices and everyone scattered from there. About a dozen of us went to the restaurant at the Simon Pearce Gallery, a short distance from the Gorge. The food was outstanding as always – they have a lamb burger that is unbeatable. And the desserts are impossible to pass up.

The afternoon was devoted to shopping and sight seeing – there is no lack of interesting shops and attractions in the Quechee/Woodstock area.

In the evening we all gathered at the Black Angus Steakhouse for a very animated social hour. There were unsubstantiated claims about errors in the instructions – but since everyone made it there — somewhat moot . Anyway, the hour went very well and dinner followed with remarks from our club officers in attendance, Miriam Dunster and Ivy Leonard. After dinner most of the party moved to the overstuffed chairs and sofas in the hotel lobby nicely arranged around the fireplace, and several wide

continued on page 39...



*NCR travellers are all smiles at the Simon Pearce Gallery.*

*IN CASE YOU MISSED IT...PHOTOS OF  
THE APRIL 28  
CAR CONTROL CLINIC*



*That front tire just leaves the ground as Brain Raynes, above, rounds the dry skid pad.*

*Alex Snowe, right, Pete Petersen's granddaughter, hams it up for the camera as she waits her turn.*

*You might want to roll up that window! Christopher Runnals, below, enters the wet skid pad.*



# TECH SESSION/SOCIAL AT PERFORMANCE ELECTRONICS

Ivy Leonard

---

The date, April 21<sup>st</sup>; the location, Performance Electronics, 16 Amesbury RD Newton, NH. A group of NCR members gathered to learn about Ipod interface and radar/laser installation.



We called it Pump it up....and pump it up was what we did. Digital Ipod Interfaces and radar/laser protection for Porsche Automobiles.

The social began at 11 am and then moved on to a BBQ lunch. All in attendance watched while Chef Steve Robbins cooked the

best burgers in town. Not just your average burger, top of the line!

As you may know there are many cheap solutions to this problem that sound horrible. Modern Porsches use fiber optics instead of wires so the new generation



of Ipod interfaces are very complex. This event was hosted by an extremely talented individual who works on vehicles owned by professional athletes and ultra wealthy individuals. A day or two prior to this event this device was installed in Steve Robbins 2004 C4S. Steve was able to share with us the difference in sound and clarity.

Performance Electronics has Ipod interface solutions for all generations of Porsches. So if you want to hear what the music should really sound like...go over and see them in Newton, NH.



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# HMS motorsport

## THE SCIENCE OF TIRE PRESSURE

David Pichette

---

*Editor's note: David Pichette, an NCR member, was a "tire man" for NASCAR and shares his knowledge of tire pressure problems caused by temperature and moisture.*

We all know how important it is maintaining proper tire pressure. Tire pressures affect safety, grip, and tire wear. Tire pressures are affected by temperature, both the ambient temperature, and the actual tire temperature. Normal highway driving causes tires to heat up and pressures to increase.

I'd like to talk about high tire pressures. Pressures change because of the air and moisture that is in a tire. The moisture in a tire affects the pressure more than the air alone. Air and moisture in a tire have a greater affect on tires that get very hot because of spirited driving, auto crossing, or road racing. A tire with a pressure of 30 psi will increase in pressure as much as 10 to 15 psi when tire temps go above 150°F. This increase in tire pressure changes the cars handling, grip, tire wear and frustrates the driver. Racers will start with lower than desirable pressures with cold tires, hoping to guess at how much the tires will increase in pressure as the tire heats up. Different track conditions each week result in a car that under steers one week and oversteers the next. A car that under steers results in the front outside tire getting over heated, causing that tire pressure to increase more than normal, which results in more

under steer. In other words, the problem progressively gets worse.

Racers usually inflate their tires with nitrogen rather than air. (If they aren't they should be) This is because compressed air is usually at 100% relative humidity. (Think about the water that accumulates in an air compressor tank and in the air hoses) Nitrogen usually contains about 1% relative humidity, a huge improvement.

There's still a problem though, when nitrogen is usually added, it is added to a tire at zero psi, and a tire at zero psi is full of air and moisture. The better method of inflating with nitrogen is to use a "Tire Evacuator," a tool that evacuates the tire of air and moisture before adding the nitrogen. This will result in the smallest tire pressure change with temperature increases. When a tire pressure changes less, the tire becomes more predictable, and so does the car's handling characteristics.

A "Tire Evacuator" is a tool that connects to the end of a normal air (nitrogen cylinder) hose. It uses compressed air or nitrogen pressure to evacuate a tire of most of the air and moisture in the tire. The tire is in a vacuum when nitrogen is added. The "Tire Evacuator" tool requires no electrical power, has no moving parts, and only compressed air and/or nitrogen is required to operate it. This allows it to be used easily at the track. A

continued on page 39...

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...continued from page 37

“Tire Evacuator” uses very little nitrogen to operate; only about one cfm per tire is consumed to evacuate each tire. One cylinder of nitrogen will last to evacuate and fill about twenty tires.

Nitrogen is not expensive to use, most gas suppliers will charge a one year cylinder rental fee of about \$40.00, and about \$14.00 to fill the cylinder. If you are road racing, auto crossing, or just want your car to handle better, be more predictable, and have less tire wear, using nitrogen is the way to go.

---

...continued from page 32

ranging discussions went on until the wee hours.

Sunday morning promised another great spring day and the hotel had a nice complementary continental breakfast – the waffles were popular.

Sandi and I had commitments back home Sunday afternoon so we started back after breakfast. But others took advantage of the local places to go and see, including the Vermont Country Store in Weston.

Pictures of the event are posted on Don’s Web Photo Gallery. [www.pbase.com/maus/ncrtour](http://www.pbase.com/maus/ncrtour)

...continued from page 6

I didn’t go home with any nice prizes (logo-etched pilsner and pony glasses) but I was glad to get out, enjoy the day and continue to work on my driving skills. I also didn’t realize that I have to relearn how to drive my non-Porsche (Jaguar XK8) on the course because the engine is in the wrong place!



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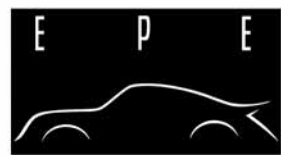
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Jerry Pellegrino

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... continued from page 19

There were several tech articles: reasons for brake squeak, lubricating wheel studs, and 911 intake leaks. There was also a report on NCR's manning of the phones during the NHPTV Channel 11 auction. Promotional articles and ads covered the IRL race at NHIS complete with Porsche Paddock and social BBQ, the 1996 NCR Video Yearbook, the June NHIS DE event and August Lime Rock DE event, NCR Goodie Store (Polos, sweatshirts and hats), a Fall Porsche Swap Meet to benefit Parent to Parent of NH (a charity providing emotional support to families challenged by disability).

The Internet was still somewhat new and Porsche/PCA region sites were growing. The editor had kindly listed a number of them for the reader's perusal. She (Miriam Dunster) also related a number of "You might be a racer if" sayings such as "You complain when cars in front of you on highway off-ramps don't stay on line, causing your exit speed to drop."

The Mart had a number of ads for cars (Porsches and BMW's), wheels (BBS and the rare Mahle cast magnesium wheels), and 911 seats.

NCRers were clearly having fun and enjoying their cars and their membership.



## Northlander

North Country Region - Porsche Club of America

June 1997  
Volume 20 Number 3



*HIGHLIGHTS FROM NCR  
AUTOCROSS  
APRIL 29, 2007*



*A fine line-up of Porsches awaits their turn on the course. Three of them bear the yellow windshield dot indicating they participated in the previous day's Car Control Clinic.*



*The background is a blur as Bob Canter streaks through the outgate.*



*"The Big Cheese" aka Hank Cowles in his 1993 RSA.*



*Toni Surdam, new to AX, used skills she learned at the Car Control Clinic on Saturday.*



## Edgar Broadhead - Safety Chair

---

The snow is almost gone, as I write this on May 8. The skis are stored for the summer. It's time to find the Boxster in the back of the garage before the black flies take over.

The DE season has started, so it's time to flush the brake system and check the pads and lines. Brake failure is not fun, and you really don't want to test your seat belts.

As of 1/08 the PCA National DE Advisory Committee will be requiring that a race seat must be used with multi-point harnesses. Four-point harnesses will not be allowed.

Another rule change requires that multi-point belts/harnesses be replaced every 5 years; there is no age limit on factory 3-point belts. Racing harness

manufacturers and most race organizations recommend or require 2-year replacement. This seems wise for track-only/race cars where the belts take a beating. It sure helps the manufacturer's bottom line too. My personal opinion is that for the street-driven DE car, 5 years may be too strict. In 30 years as a firefighter responding to many accidents, I have yet to see a broken seatbelt.

I hope the new seat and belt requirements won't discourage the use of these safety items.

Some NH trivia: NH is the most litigious state in regards to motor vehicle crashes. Crashes involving the use of cell phones while driving exceed those involving DUI.

Hang up and drive!

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\* Indicates number of times ad has appeared.

**Wanted:\*\*\*** Manual steering rack for a 924/944. Jaime Gratton (603) 644-8170.

**Wanted:\*** A 1995 to 1997 Carrera-4, low mileage and in excellent condition, in return for my 2001 Volvo V-40 in mint condition after 75K miles, plus cash. Call Jack Saunders, 603-536-4275 or [saundoj@suchmail.com](mailto:saundoj@suchmail.com).

**1978 911SC Targa. Dark Blue/Blk. 150,000 Miles\*\*\*** \$16,500. Originally \$20,000 in Reno in '93. Still Gorgeous. Same PCA owner since '83. Great first 911. Call Leigh 7:00-10:00pm. (603)763-5978.

**1988 Porsche 944 (white):\*\*\*** Low mileage- less than 104K. Good condition. Have done some work since I got it - brakes, exhaust, a little body. Comes with a Kenwood Sirius satellite receiver (CD player), already installed. Tires are fairly new Yokohama's (2004, less than 1000K on them). \$3,500 (or best offer) Blue books for over \$4000 [andrea@chrisbrenton.org](mailto:andrea@chrisbrenton.org)

**1997 Dodge Dakota Sport.\*\*** Red Ext./Gray Int., 4 Cyl. (24 MPG), 112K, Mobil 1 Synthetic oil every 3K miles since new. 4x2, 5 Spd, alloy rims, tonneau cover. New: clutch, brakes, tires, exhaust and shocks. \$3,100 Jay Gratton [JEG914@AOL.COM](mailto:JEG914@AOL.COM) (603)498-8576.

**2005 Jeep Wrangler X\***- Impact Orange (rare color)/Black int., 22K miles, 6speed, 4.0, hard top and soft top, two sets of wheels (alloys for summer & steel for winter), AC, CD, running boards, trailer hitch, mud flaps, always garaged and waxed, Amsoil synthetic oil every 3K. This Jeep has never been driven off road and is my wife's baby. It is in gorgeous condition and we bought it new 2 years ago. Great summer fun and great in the snow! \$18,500/OBO. Jay Gratton [JEG914@AOL.COM](mailto:JEG914@AOL.COM) or (603) 644-8170

**2001 Carrera Convertible \***, mint condition, loaded, includes new canvas auto cover, front hood bra and new tires. 48,500 miles. Dealer retail \$46,375, asking \$41,000. Call Peter Rangos (321) 773-8031.

**2004 GT3\***, arctic silver, black leather, air, cruise, xenon, radar, perfect, no winters, no track. 3800 miles. Have 997. Asking \$85,000. Jim Locke, (603) 364-4241 or [jiml@neearth.com](mailto:jiml@neearth.com).

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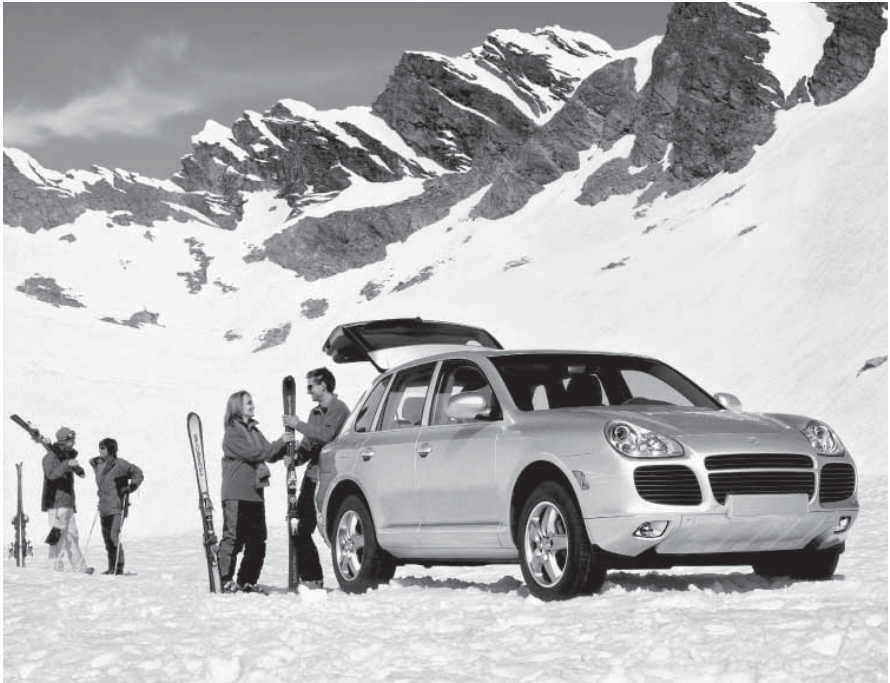
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June 2007

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